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Car 8— Gil Stuart & Arnie Lang
Coast to Coast 2005
Near Duncan, BC



**December 2005
Edition**

The Final Transit.

Well, if the year 2005 was a rally, we are in the final transit right now. The competitors are weary but satisfied to finish, the cars are banged up but still running, and the scores are all being tabulated.

What a great year! Here's a quick run-down of all of the IRC events:

2005 started early with Storm the Island TSD in January. It was an amazing turnout of members, friends, and new rallyists— competing and working together to start the year with a bang! Watch for STi to be on the same weekend as Rally School in 2006.

Our again-successful Rally School ran on March 19 with Novice TSD #1 the very next day in Victoria. Both days had higher than expected turn-outs and many new Island rallyists showed us their stuff.

April brought Novice TSD #2 in Nanaimo with 10 teams grinding it out until the end. The new teams were improving every rally, and this was no exception.

Coast to Coast TSD was bumped up to May for



2005. Christa organized the rally which fielded 21 entries. This round of the BC TSD Championship was tough with high CAS's, rough sections of roads, and quite a bit of civilian traffic. But in the end, everyone left with grins from ear to ear from this premier event!

June saw Novice TSD #3 added as the interest was high for more events. The Novice series was heating up primarily between 2 teams. The tone was set for Novice TSD #4 in Campbell River in August. A great event to wrap up the series!

With Tsunami out for 2005, we patiently waited until October with Midnight TSD (see story on page 2) and a one-off Edge of the Rock Rally-X on Mt. Washington (see below).

As we coast on fumes into MTC for 2005, I am sure I speak for everyone when I say it was a great "rally" and although it's over, just like a real rally, we learned from the experience, made new friends, and will be back for the next one! See you in 2006!

Brian Carriere

2005 President, IRC

2006 Will See Rally-X Series on Mt. Washington!

Get ready for Rally-X on the top of Mt. Washington! Here's the schedule, note the weekend in September for all it's partying glory!

1. June 4th
2. July 9th
3. July 30th
4. August 20th
5. September 23rd*
6. September 24th*



**Note: This is an overnight stay at the resort, with extra runs, party in the evening, and early morning start, depending on hangovers!*

Begin planning now and dust off those helmets! More information will be available closer to the event dates! If you have any questions, email Glyn@RallyBC.com.

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Car 8— Glyn Trafford
Edge of the Rock Rally-X
Mt. Washington, BC

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Car 10– Tyson Percival & Lyndsey Pierce

Car 14
John Geelen & Pete Adie

"Sweep"

Car 9
Tagg Kelt & Kevin Clark

Car 15
Ken Maydaniuk & Terri Kemp

Midnight TSD Rally #1

The following is a point form outline of a Novice driver's first gravel TSD rally ever. Enjoy!

1. bumper sticker: "when racing gets tough, they call it rally"
 - a. I believe it now after running my first offroad tsd
2. 6 regularities (stages) on logging roads
 - a. 15-50 km each (can be ~1 hr of continuous racing)
 - b. many hidden checkpoints (no stopping for them)
 - c. It got dark in regularity 2
 - d. Sections w/ fog (intentional)
3. close calls
 - a. all at night; may have been avoided if we had aux lamps
 - b. going sideways toward long log
 - c. going sideways toward concrete bridge
 - i. route book indicated "rough entrance" which we didn't understand until after the fact
 - d. going sideways toward downhill exposure
 - i. my nav Martin later told me this one made him nervous
 - ii. we were going faster than in the above 2 close calls: about 80kph into the turn
4. noise
 - a. gravel tires are super loud on pavement
 - b. wheel-churned rocks hitting wheel wells and under carriage are deafening; we had to shout to be heard (no helmets, unlike stage rally)
5. car
 - a. lost left rear spring perch in regularity 1
 - b. <deleted~ visual>
 - c. Lower perch got pushed to bottom of stock shock; apparently it wasn't welded but rather held up by bumps/notches
 - d. Tilt steering wheel lever would lose its locking position on big bumps/potholes so I had to repeatedly relock it to prevent the wheel from sitting on my lap
 - e. Brutal beating/bouncing on suspension (near stock)
 - f. Cosmetic damage



- i. Luckily I put mudflaps in front
 - ii. Without them in back, part of the plastic bumper underside is now just white plastic
 - iii. Some undercarriage dents
6. results
 - a. we were DFLast of 14 teams cuz we got lost and screwed up 3 of 6 regularities
 - b. to me it was a victory for us to finish the rally and drive home!
 - c. aux lamps would've helped us a lot; most cars had them
 - d. some were stage rally teams
 - e. some teams knew these logging roads well
 7. conclusion
 - a. definitely "brisk"
 - i. '10% slower than posted limits' is misleading, especially if a turn was missed and time must be made up
 - ii. Average people would not want to drive anywhere near the speeds in the route book
 - iii. driver should have motorsport experience to reduce risk
 - b. fun!
 - c. challenging: the toughest event I've ever raced
 - d. scenic (when it was daylight)
 - e. easy to get lost in some spots
 - f. team sport
 - i. nav is at least as important as driver
 8. other offroad tsd rallies
 - a. I heard that totem and thunderbird are even tougher, with snow, mud and big rocks to deal with.



Car 7
Steve Perret & Kathryn Hansen

An Nguyen
Driver- Car 13

Place	Car#	Names	City	Car	Class	Leg 1	Leg 2	Total
1	1	Carroll, RJ/Carroll, Ren	Kamloops	04 Subaru WRX	U	5	11	16*
2	2	Webb, Gary/Kisela John	Mohave Valley/Seattle	95 Subaru Legacy	U	5	11	16
3	3	Chung, Martin/Monasch, Christa	Richmond/New Westm	95 Subaru Impreza	C	5	34	39
4	6	Ban, Stephen/Peake, Chris	Vancouver/Port Moody	02 Subaru WRX	N	44	48	92
5	4	Bain, Jeff/Toffler, Michelle	Victoria	86 Subaru GL10	C	36	71	107
6	7	Perret, Steve/Hansen, Kathryn	Bellingham/Friday Hbr	86 Subaru GL10	P	85	297	382
7	11	Glade, Matthew/Boothroyd, Kevin	New Westm/Vancouver	84 Toyota Tercel	N	56	410	466
8	14	Geelen, John/Adie, Pete	Prince George/Campbell R	90 Ford Festiva	N	260	319	579
9	8	Blakely, Chris/Pinter, Ian	Renton/Univ Place	92 VW GTI	C	219	808	1027
10	12	Young, Jay/Young, Alyse	Sooke	89 Honda Civic	N	476	949	1425
11	9	Kelt, Tagg/Clark, Kevin	Victoria/Nanaimo	82 Toyota Corolla	N	471	1106	1577
12	10	Percival, Tyson/Pierce, Lyndsey	Victoria	91 Subaru Legacy	C	760	1228	1988
13	15	Maydaniuk, Ken/Kemp, Terri	Kamloops	04 Subaru WRX	U	797	1250	2047
14	13	Nguyen, An/Raska, Martin	Burnaby/Vancouver	95 Eagle Talon	N	1250	1311	2561
DNS	5	McCrimmon, Chris/Raimondo, Steve	Victoria/Nanaimo	92 Honda Civic	C	DNS	DNS	DNS

* Car #1 had 16 "zeros" and Car #2 had 8 "zeros" therefore, Car #1 was declared the winner as per the BC Championship Regulations.

Midnight TSD Rally #2

I have always been interested in Rallying, having followed WRC and any other shows on Speed for many years. Last year found information on AutoCross through VMSC and took their Driving Training in July 2005. At about the same time found the IRC site and information on the Novice TSD series. Due to other commitments we were unable to attend the Novice training, and then became busy with AutoX in August and September.

Still followed along though. My daughter, Alyse (16) was also interested. Midnight was coming on a free weekend, so looked into entering. It was suggested on a local car enthusiast forum that for this rally gravel tires and auxiliary lighting were almost a must. Thankfully Paul gave a set of used gravel tires and rims free of charge, and I was able to purchase a set of Hella's.

We downloaded information on TSD rally from the RallyBC site and studying what we could. Installed the auxiliary lights, and of course did not work.... After a few hours testing all, the connector installed by Hella was loose. Replaced all connections and all was well (note to self: when testing auxiliary lighting leave car running to keep battery charged). Went to mount the rims. Had special rims on the car, the lug nuts would not tighten down far enough (good thing I did not have a flat over the summer!). Next evening to two outlets to get 16 nuts. Get home and start mounting (of course it is pouring rain) and find only have 15 nuts. Nuts. Steal one from one of the other vehicles. Almost ready and it is the Thursday before Midnight. I have all of Saturday morning to get ready.

Spend all of Saturday morning getting ready: empty car, try to secure everything we need, get food and drink for the night. Manage to be ready on time and show up for tech on time. Meet with the other participants, tech inspector gives us a few pointers and we are ready to go. Everybody is very helpful and we get some very good pointers.

Drivers meeting and novice drivers meeting go as expected. We are told that the speeds were too slow on the first route notes and have been quickened up a bit to make it more interesting. There is rain and fog, but no snow. It will be fun and challenging. Have we done right in picking a night and gravel rally for our first attempt? Our goal tonight is to first finish without breaking, second finish without getting lost, and third have a respectable finish.

We complete the odo section and find our odo out by approximately 10%, and also very hard to read. Adjust all figures by 1.08 (which ends up a bit short) and get ready for our start (car 12). We were advised earlier not to worry too much about time calculations on our first attempt, worry more about the mileage and keeping on course. Good advice. The first reg went without too much drama. We hit the first hairpin left no problem and begin our climb up the hill. Look in the mirror and another participant is coming up fast. Are we going too slow? Anyhow, move over and let him go, we will keep to our calculations. At the end of the reg it looks like we are slow compared to the watch. The car that passed us was Car 10 ... they had missed a turn.

Transit to next reg. Dusk is coming down. Navigator is happy that some one stressed to bring a roll of toilet paper. She continues calculating out the mileage for the next and following reg while I wander around taking photos.

Head out on reg 2. Dark sits in and turn on auxiliary lighting. Can see the fog about 3-5 feet off the road very clearly and get a good clear view of the road if it is heading up hill. Navigator very calmly says "You are going to



adjust those at the next transit, right?" I guess so; turn them off and drive with regular lighting. Another reg without getting lost. Only surprise is a keep left that has a watch for traffic from right. As we pass we get flashed with lights. We get use to these checkpoints.

Align auxiliary lighting and continue through next reg. Navigator stresses exposure right. Hasn't said much about all the previous exposures left. So far so good, three regs and no real problems ... except, as we are doing reg 3 I am thinking, if the odo is out by 10%, shouldn't the speedo be out by 10% too? Pick up average speed for rest of rally.

Fill with gas and food and head out for reg 4. First instruction is keep left followed by acute right. It is actually a wye intersection, why would they have go past the proper entrance and make an acute right. Learn important lesson: follow route notes, do not try and 2nd guess rally master. Now navigator has to recalculate on the fly. But I get to drive fast! Maybe too fast? We come down a dip to a bridge and bottom hard on the front end and suspension. Watch the oil gauge closely. Seemed to not have broken anything.

Car 12- Jay Young & Alyse Young



During next transit we approach a sweeping left hander too fast, but manage to keep on the road. Navigator has noted that next stop has toilet. We find 'toilet' and navigator decides to wait. Ten minutes later, navigator decides to risk it and uses 'toilet'.

We start reg 5 and manage to get all the turns pretty good. I am having trouble reading odo and have to get out a flash light to read (very difficult while trying to drive in the dark). Come around a bend and large rock in center of road that we straddle. Navigator felt that one through the floor board; watch gas gauge intently for next km. Finish reg and proceed to transit and start of last reg, a long one.

Start reg 6 and keep on route fairly well. Up to this point route book has been reasonably detailed, allowing us to confirm that we are on route. Plus, the checkpoints become reassuring as well. On reg 6, there is now longer travel between instructions. We come up on a five way intersection that says straight through (inst 229) followed by keep left (inst 230) at about .5km followed by SOL 3km later. Straight through: if you sliding to left it is that road, sliding to right the other road. We stay to right side of straight through and cross a bridge and a cross a bridge. I note this to navigator, she says no bridges. We doubt ourselves and turn around. Promptly go way off course (by about 3-4 minutes), figure we must have been going the right way and get back on course. After instruction 233 we feel more confident, but also that we are now behind as we do not pass any check points. End up missing the last check point as we missed a keep left as we pass the workers. Fortunately, our mistake was at the end and did not cost us a position on the final tally. We learned: follow the route book.

Made it back to the restaurant and had a good meal. Good talk, and reasonable pleased with our results: 10th overall.

We had great fun, didn't break anything, and didn't get very lost, so I thing we achieved our objective. We will be back for the novice series in 2006.

Also, we now have a rally odo and will have new gravel tires Watch out.

Jay Young
Driver- Car 12

(Final results of this event are available on page 2)

Totem TSD Rally #1

WCRA's Totem Rally on Nov 19/20 was the final round of the 2005 BC TSD Rally Championship and the Pacific Coast Challenge. Organized by Paul Westwick and Tony Latham, Totem ran about 700 km from Cache Creek to Clearwater and back over two days. The 26 competitor cars and intrepid checkpoint crews experienced mud, ice, snow, and fog as well as brisk average speeds and the usual darkness. Many championship overall and class positions were decided by the results of this event.

IRC was represented by Martin Chung/Christa Monasch and Jeff Bain/Michelle Toffler in Calculator Class; and Gil Stuart/Kevin Marcan in Historic Class. Two other Vancouver Island crews, both in Novice Class (Paul and Al Todd from Sydney; and Rogi Young/Rene Paulin from Campbell River), success-



obviously had “see through the fog vision” though and got quite low scores – others lost the rally in the mist. Gary Webb and John Kisella, contenders for the championship, lost both the rally and hopes for the championship when they got an 87 seconds late penalty at one checkpoint due to poor visibility. Thankfully, there was only one major off with no injury. Lee and Rod Sorenson from California put their Subaru over a cliff and rolled several times coming to rest so far down the car could hardly be seen from the road. There were only two other DNF's.- the Historic Saabs of Carlson/Kraushaar and Ankeny/Kingzett pulled out of the rally after day 1 due to mechanical problems.

Gil and Kevin headed for home immediately after the finish in a car which was quite literally falling apart. There were no tail lights, the rad mounts were broken, the tail pipe was wired on,

Car 9- Jeff Bain
& Michelle Toffler



Car 14- Gil Stuart
& Kevin Marcan



Car 9- Martin Chung
& Christa Monasch



Car 14- Gil Stuart
& Kevin Marcan



fully braved the elements to finish. Alex Schubel and friends were there doing checkpoints.

After a fierce battle with the BMW325ix of Eric Horst/Stephen Willey, RJ and Ren Carroll (Subaru) were awarded first overall and first in Unlimited Class with 47 points compared to 49 points for the BMW. With the first place finish, the Carrolls also won the BC TSD Rally Championship overall. Martin and Christa achieved a fantastic third overall and first in Calculator Class with 73 points. Jeff and Michelle were a strong 8th overall with 230 points. Steve Perret/Kathryn Hansen got first in Paper Class with 362 points. This excellent result gave Steve and Kathryn sufficient points to win the Pacific Coast Challenge outright. Gil put the Historic Volvo into a snow bank on the first day, picked up lots of penalty points, and continuously worked on various resulting mechanical problems just to finish.

One might say Totem was extremely challenging this year. The wicked combination of snow and fog in both daylight and darkness conditions combined with average speeds set for gravel created difficulties for most of the competitors. Some people

overdrive was not working and the driver door would not open. They made it to the ferry after being stopped by the police for no tail lights which had to be hot wired directly to the battery before being allowed to continue.

Kevin had quite a learning experience on this event and is looking forward to the day he can drive his own rally. Gil, on the other hand, has promised to properly fix the car before entering another event.

*Gil Stuart
Driver- Car 14*

(Final results of this event are available on www.RallyBC.com)



Totem TSD Rally #2

Reclined on the sofa, after a satisfying summer barbeque, I felt at ease. In retrospect, this should have been a sign. My son, Paul, opens the DVD player and inserts a disk. "What's this", says I. "Just watch", says he. The opening credits for "Dust to Glory" play and we are assaulted by 1000 miles of the roughest and dustiest travel imaginable. Yes, Ensenada to who knows where in Baja California in thirty hours or less. At the end, Paul pipes up, "What do you think?" I say; "About what? "Wouldn't you like to do that?" Paul says enthusiastically.

Paul knew that I had played around with off-road motorcycles years ago and figured that he might still find a nerve or two left that would still respond to that kind of excitement. I suggested that something closer to home may be more reasonable and left it at that.

Scene skip to early November. I find in my email inbox a message from Paul.

Hey just found this on the net thought it sounded kinda cool and i wanted to save the email address so i am sending it to you. so i can get it on our computer.
http://www.rallybc.com/archives/2005/2005_Totem.htm

think it would be pretty cool to do wanna navigate for it? PLus its in your old stomping ground of Cache Creek cheers paul

I opened the link. It connected me to the RallyBC website. In spite of the lack of punctuation and capitalization, Paul's message was pretty clear. He wanted to enter the Totem Rally, Cache Creek to Clearwater and back again, in all probability, the hard way. I wasn't sure whether he was just yanking the "old man's" chain or whether he was serious, so I played along. I replied in the affirmative with provisos.

I knew he wanted to run his Jeep YJ in the event. He has spent considerable time and effort, not to mention expense, in getting the



Jeep to good off-road capability. I just wasn't sure that this type of vehicle would be suitable for a "time speed distance" winter rally. I told Paul that we would have to inquire about this rally and its suitability as a starting point for beginners such as ourselves and whether the Jeep would even be suitable for this venture. We made inquiries to Brian Carriere and Gil Stuart of IRC, Paul Westwick of RallyBC and others in the BC rally community. To a person, they were enthusiastic about having absolute novices enter this event. While they suggested that the Jeep wasn't the ideal vehicle for this event, it should at least finish.

Given such encouragement, the die was cast. We were committed. An email confirmation from Paul stated we were entered and our names showed up on the web site as entrant number 25. Cache Creek, here we come!

I had spent about three years as a resident of Cache Creek. I knew the country around there very well as the work I was doing involved maintaining environmental monitoring sites located in the surrounding area. I was interested in seeing how the community had changed in twenty-five years. I also knew from personal experience, that this was a great area to improve ones winter driving experience. Paul could use that as he had learned to drive on Vancouver Island, and as such hadn't the opportunity to develop winter driving skills as I had on the prairies. I was looking for any excuse to justify this endeavor, if not to myself at least to my wife.

We arrived in Cache Creek at about 1:30 on Friday afternoon. The Rally was scheduled to start of Saturday morning with registration and a novice session slated for Friday evening. This provided an opportunity to show Paul around and to test his winter driving abilities. I knew a loop from Cache Creek north through the Hat Creek Valley and back to the Trans Canada highway south of Ashcroft. This track provided just about every driving condition that we would likely see during the Rally and Paul handled it well. I felt we were ready.

Registration and tech inspection went smoothly, with the exception
(Continued on page 6)



(Continued from page 5)

of a burned out taillight, which was easily fixed. The reception we had from everyone was overwhelming. From the most experienced rally driver to other novices, such as ourselves, we were received with open arms. The novice session was very informative. The details of scoring etc. were most helpful although we had just three goals. One, to not end up in the ditch or worse, two, not get too lost, and three, to finish.

The concept of time speed distance rallying is quite simple. We found that its practice, and this is what it will take is practice, is not so easy. Bouncing along at 72 km per hour trying to key numbers into a calculator and record times from a stop watch while your son is doing his level best to turn his father's hair even more grey is not, repeat not, so easy.

It became obvious early on that the stiff suspension and solid front axle of the jeep meant that we weren't able to keep up the track speeds suggested by the route directions. OK, no big deal, we didn't expect to be competitive anyway. Lets have some fun and enjoy the experience and camaraderie. The start of each section was an



Car 26— Rogi Young
& Rene Paulin

opportunity to share experiences from the previous section with the other participants as we waited for our starting time. We weren't the only ones enjoying ourselves!

The two days of rally driving are just a blur. Unfortunately, or perhaps fortunately, depending on the steepness of the banks on either side of the vehicle, the navigator doesn't see much of the terrain through which the Rally passes. The occasional missed turn (navigator error) and unexpected slide would liven things up a bit but by and large Paul did a commendable job of driving. He honed his winter driving skills considerably and I must say, to, that Dad deported himself well. No stomach incidents or hysterics to report, despite Paul's best efforts.

We are, as you might expect, planning on entering our next rally. Anyone who has rallied knows how infectious it can be. At the end of the Rally, Paul was asked how we did. Paul replied, "We had a blast!" Paul's inquisitor said, "That's the best answer I've heard yet." Thanks to all who made Totem 2005 such a memorable event.

Al Todd
Navigator— Car 25

(Final results of this event are available on www.RallyBC.com)

2006 First Aid Course Info

The Island Rallysport Club has contracted the St. John Ambulance Brigade in Duncan to put on a course for IRC members, and non-members, who would like to get the Standard First Aid Enhanced 2 day course.

The course will be February 4 & 5, from 8:30 a.m. till 4:30 p.m. including 2 coffee breaks and a 1 hour lunch break. The regular cost of this course is \$125+GST=\$133.75

We require 10 people in the course in order to conduct it. There will be a 10% discount. $\$125 - 10\% = \112.50 Add GST \$7.87 for a total of only **\$120.37**.

As a further benefit, you will get a \$20 rebate towards your 2006 IRC membership fees.

Anyone planning on entering any performance rally events will need this Certificate in order to get their Regional license. You will need to do some pre-reading assignments before the course, and Glyn has the manuals for this. He will hand out the manual when he receives the \$120.37 fee.

Please contact Glyn at (250)246-8282 or gtrafford@shaw.ca as soon as possible.



Golden West TSD Rally

“Okay, here we go”, I thought to myself, as we rolled off the ferry to start our trek south. Bart and I had been campaigning PCC this year, and we were off, at 8:00 a.m., to Round #3 – Golden West, organized by Peter Soper, and run on road in and around the host town of Yreka California. It’s a long haul down, which takes about 12 hours, including lunch and gas stops. The I-5 down isn’t very scenic but it does get you there in good time, with us arriving there just before 8:00 p.m. In 2004 Phil Wild and I stayed in the host hotel, which was a little rough, so I decided to upgrade to the Best Western in town. We had a delightful room overlooking the river, in a quiet corner. We then headed over to rally HQ in order to say “Hi” to Pete and participate in the traditional meet and greet. Most teams were already there, or drifted in over the next hour or so. Then we broke up into various groups to get dinner and drinks. Our posse headed over for food at Casa Ramos, where we ate Tamales, enchiladas & fajitas and drank Corona’s. Then it was off to bed, after a long, fun day.

A scheduled late start on Saturday allowed us to sleep in a bit before heading down for our complimentary hotel breakfast, which we enjoyed in the sun, sitting by the pool. We headed to Rally HQ and said “Hi” to the newcomers who arrived this morning. Then we did a simple “self tech” which entailed everything we tech for in BC, but there we simply checked them off ourselves, and handed it in. Then Pete did the prerequisite Driver’s Meeting, and we headed off. After some entrants in 2004 complained about the modified Monte format, Pete set up the 2005 rally to be a straight forward TSD. So, we figured we’d at least have a fighting chance. Everyone was in good spirits as we lined up for the first regularity.

Boy, were we ever wrong. At the first open control, where you stop to get your time in, we were handed a DIY checkpoint log sheet. (DIY stands for Do It Yourself). Well now, what the heck WAS this, and how do you apply it? We waited a while and tried to figure it out, as cars stacked up behind us. We finally decided we had to leave. Frustrated, pissed off, and disillusioned over the next few miles, Bart tried in vain to figure it out, until we both just decided, what the heck, we’d run it as a tour rally, with timing thrown out the window.

As we made our way through Reg #1, and Reg #2, with no more stress since we didn’t care about the timing anymore, in an event that cost a lot to come to in both money and time, Bart started to come to some understanding of how the DIY controls work. This was reinforced with the help of some seasoned teams at the first break.

Once we got into the swing of things it actually became fun! The roads are superb in this area of Northern California and southern Oregon.

They vary from straight flat ranch roads to hilly, twisty mining tracks, to soft and silty ash covered forest roads, particularly so around Mt. Shasta. Pete kept the best roads from 2004’s inaugural event, chucked the crappy stuff, and added a bunch of new roads. The car, our Toyota Corolla GTS, was a blast to drive, now having a limited slip differential in the rear, giving us true 2wd. It hooked up incredibly and I managed a spirited drive all day.

We all stopped for a dinner break, then off again for the night stages which Pete always throws at us. In one of those regs we had to go way up the side of a mountain, which overlooked town, and then down the front side right into Yreka.

Well damn. On the way down, we lost our sensor! In Canada we would try to limp through, but with our stock odo in kilometers and the instructions in miles, in the dark, it was simply not feasible. We limped into town, not even sure of the turns we needed to make to get there, and decided that we could not go on, we just had to stop to fix the sensor, with the hope that we could salvage Sunday. We radioed in from the hotel, so that Sweep would know we were out for Day 1.

Thank God for hams and their radios! We spent the next hour pulling the wheel and checking all the connections. Bart finally found the problem. By using the brakes so much on the downhill, we ‘toasted’ the magnets. Literally toasted them, heating them to the point where they lost their magnetism. Only one still worked at 50%, the other not at all. We screwed the sensor as close as possible, re-factored on the odometer

sections, and then we packed it in for the night.

Sunday proved to be pretty uneventful. We enjoyed a nice big breakfast with Satch and Russ, at the Purple Plum restaurant, before heading out into the backcountry for another full day of rallying. The roads were just as spectacular, fast and fun, and Pete even threw in some awesome paved TSD sections, which were wickedly fun, especially with gravel rally tires! All in all, it was a fantastic event, well organized, on spectacular roads. We now joke between teams, that each year Pete will throw a different timing/scoring format at us. “Golden West”, the always-changing rally! We had fun, met some new friends, partied with old friends, and enjoyed a superb event. It was great to see Peter and Tim Ryce from Vancouver make the trek down and they did very well indeed! I’d like to strongly encourage everyone to come out for Pete’s rally. I realize it is a long haul for some, but it’s well worth the drive. I’ll be back again next year. But maybe we’ll bring a laptop and Sat. phone to help with the time!

*Glyn Trafford
Driver– Car 5*

Pacific Forest Rally

Day 1 - I headed up to the Yokohama Pacific Forest Rally in Merritt BC on Friday October 14th, 2005 after school. I pulled in around 1600hrs and headed straight down to the parc expose to check out the cars at the Canadian Tire. It was a good chance to check out all the cool cars and mingle a bit with the teams before heading out to work. From there, it was checking in at the volunteer office and the hotel. At this point it was pretty much time to head straight out on to the stage for a stage start. On Friday night I was working the start of Comstock North. This stage starts just off the Coquihalla Highway, a little south of Merritt, and head back towards town on the Comstock roads. By this time it was starting to get dark and the first cars were arriving. The cars ran through our start 3 times that night. It was also on this stage that Patrick Richard had car trouble and was unable to finish the event. In between the Comstock stages, the teams also ran the in-town stage in downtown Merritt and the Princeton Cut-off stages. That about wraps up the first night. At the end of day 1 Antoine L'estage in his Hyundai Tiburon was leading, with Matt Iorio second and Vancouver's Scott Trinder sitting in third.

Day 2 - Day 2 started off with a great fundraiser breakfast at the Merritt Civic Centre. The breakfast was to raise money to help buy the Merritt fire department a jaws-of-life and was put on by the Lions Club and Tim Horton's. From there, it was off to the Active Mountain Raceway (AMR) for the first spectator stage of the day. AMR is the future site of the new laguna-seca style race course being built in Merritt, but for right now, the nice dirt roads worked great again this year for the rally cars to rip around close enough to town for a bunch of spectators to come enjoy the fun! Between the AMR stages, the teams ran the classic Helmer road as well. And from there it was over to the



Car 9- Gord Olsen & Todd Patola
Pacific Forest Rally 2005
Merritt, BC



of the winners of the 2005 Yokohama Pacific Forest Rally. When it was all said and done, Antoine L'estage was able to secure the victory, with Matt Iorio second and a third to Pemberton driver Norm Leblanc. After those ceremonies were over, it was off to the banquet to share stories and enjoy some good roast beef and pasta salad. I had a great time at the Yokohama Pacific Forest Rally and suggest that, if you haven't had the chance to check out a stage rally as a volunteer, to do so when the next rally is in BC as you won't be disappointed!

For full Yokohama Pacific Forest results and information check out www.PacificForestRally.com or www.RallyBC.com

Shawn Edstrom
WCRA's 2005 Volunteer of the Year

Crossword

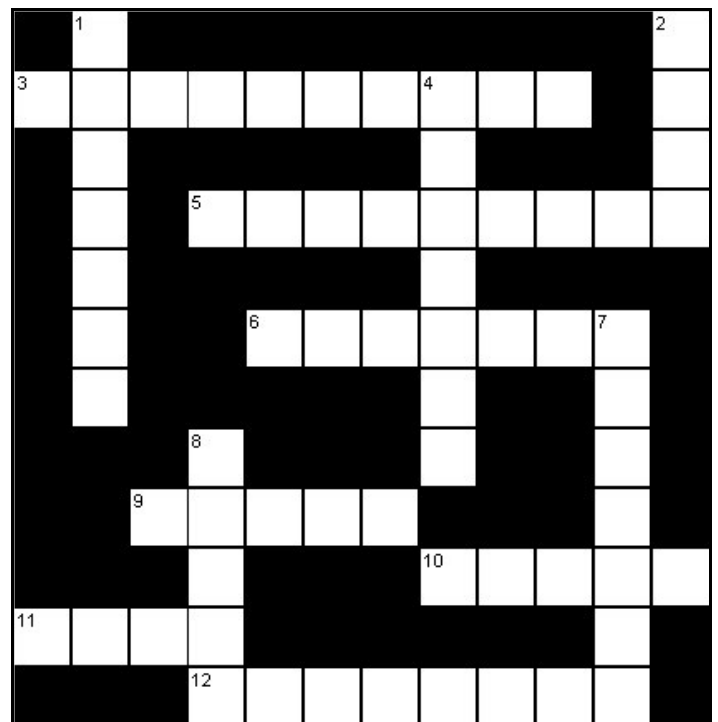
All answers are words
printed somewhere in this
issue.

Across

3. Location of 2006 Rally-X Series
5. Board of Directors
6. Name of this publication pt. 1
9. 2 day gravel IRC event
10. Name of this publication pt. 2
11. The "T" in TSD
12. Longest consecutive running TSD in BC

Down

1. "P" in PFR
2. Name of IRC's performance event
4. Name of Island Series event #3
7. Regularities and these form a Leg
8. WCRA event held in November



A Moment of Silence.



**Michael "Beef"
Park
1966-2005**



**Richard Burns
1971-2005**

2005 IRC Annual General Meeting Minutes

Minutes of the IRC November 5 2005 Annual General Meeting

The meeting was held in the Duncan United Church with attendees being: Brian Carriere, Paul Smith, Gil Stuart, Glyn Trafford, Jack Vanier, Matt Playle, Meaghan Johnson, Bart Vogelzang, Dave McKenzie, and Jay Young, a new member.

The meeting was called to order at 7:02 p.m..

President's Report (no written report submitted so this is mostly paraphrased)
Being new to the sport of rallying, it was a real eye-opener as to how much work is involved in events and how much of this is done by the Rally Director. There were 114 entries in various events throughout 2005, and it is amazing getting all those people coming over from the mainland and the USA. All in all, it was a very positive experience working with everyone, and with a new family, there will be much more time restraints from now on.

Rally Director's Report

This year was a very busy but exciting year. It was full of trials and tribulations but was a lot of fun. One of those highlights was the four round Island Championship Series comprising of:

Storm the Island: An all night tarmac rally early in the year organised by Brian
Coast to Coast: Our premiere two day spring event attracted big numbers Organised by Christa

Tsunami: An afternoon/evening tarmac summer rally organised by Bart (but cancelled)

Midnight: A spirited all night event in the fall organised by Gil

Both C2C & Midnight were rounds of the BC Regional Rally Championship as, well as Coast being the first round in PCC. These rallies were rounded out nicely with the four 3 hour Novice events put on every two months through the summer. The idea was to attract newcomers to the sport, and conducted at a leisurely pace on asphalt, on a Sunday afternoon. Paul, Brian, Bart and Richard all took their turn hosting a round. The locations went from Victoria, Nanaimo, Oceanside and Courtenay.

Not to be forgotten was the IRC Rally School held in honeymoon Bay. An all day classroom and rally set up which attracted our biggest numbers yet! Held on a Saturday in the spring, 14 people from all walks of life tried their hand at our sport. It was taught by some very talented "teachers" from within our club's roster, who gave up their time to show the next generation of rallyists how it's done.

I think the crowning moment of this year was the rally cross, held up on Mount Washington. Last fall we tried to acquire a property in Port Alberni, which didn't pan out, so, I was sceptical about this new venue. My fears were alleviated when we had 11 competitors show up and more than that in workers. They all braved the rain, cold, snow and mud to put on the event. Hopefully, if things go as planned, we'll be able to get up there again next summer and run a whole series!

Looking ahead to next year, the thought from the Executive was to scale back a few events, run fewer Novice rallies and incorporate certain criteria into events. The thought was to also hold two events on one weekend to encourage competitors with discounts and foster the rally experience. This also would help with the burn out factor of our workers taking multiple weekends off to help out. Speaking of workers, a big thank you to all that came out and helped run these events. The other people I want to thank are all the organisers who "stepped up" to set these events up and keep them on the schedule and running smoothly. It makes my job so much easier with a great bunch of team players in our midst ready and eager to help out. I hope to see you out in the forests next year either running, spectating or working and remember, "Keep the shiny side up!"

Treasurer's Report

Please see the attached documents (physically attached to hard printout)
There may be a requirement in the future for having a full audit of the books, since there is a drive to get organizations doing this as a precaution, and for some insurance reasons.

Moved: That we accept the Financial Report as submitted by the Treasurer. Moved by Brian, Seconded by Glyn, Carried

Secretary's Report

There is not much to report, since the Secretary basically just takes the minutes and distributes them. There was a problem with forms, cards, and templates because of a hard drive meltdown, requiring everything to be re-created manually. Many of the old rallies and all the minutes of meetings before June 2005 have been lost, except those which were saved in hardcopy format.

Publicity Director's Report

There was a push made to work with the Times Colonist in particular, and this has paid off. They are now publishing everything we send to them.

The Board of Directors stood down, and Dave McKenzie took the Chair to conduct the elections.

The result of the elections were as follows:

President: Paul Smith

Vice President: Matt Playle

Treasurer: Gil Stuart

Secretary: Bart Vogelzang

Rally Director: Glyn Trafford

Publicity Director: Jack Vanier

Congratulations to the new Executive

The Exhaust Noise newsletter for IRC will be taken on by Gil Stuart and Brian Carriere on an alternating basis. The next one will be just after the Awards Party so that Gil can cover the awards presentations.

Ballots were voted destroyed (Brian, Glyn, carried) and meeting was adjourned at 8:08 p.m.

2005 Awards Winners

The IRC Annual Awards Party was held at Whittingham Estates Cottage in Youbou on November 26 at 7pm. The cottage was decorated in a Christmas theme by Bart and Gil ready for the arrival of members and guests. A total of 14 people participated including Steve Perret and Kathryn Hansen from Washington State. Participants enjoyed a World Rally 2005 puzzle, pizza, and gift exchange in addition to the presentation of awards. Awards were as follows:

Island Rally Series - Michelle Toffler
Island Novice Series (overall) - Shawn Harper/Donica Fisher
Island Novice Series (member trophy) - Matt Playle/Meaghan Johnson
Rallymaster - Gil Stuart
Hard Luck - Glyn Trafford
Appreciation - Gil Stuart
Dedication - Bart Vogelzang
Sportsmanship - Roy Lima
Rally Spirit - Bart Vogelzang

IRC Meeting Minutes– Nov 5th

Minutes of the IRC November 5 2005 meeting.

The meeting was held in the Duncan United Church with attendees being: Brian Carriere, Paul Smith, Gil Stuart, Glyn Trafford, Jack Vanier, Matt Playle, Meaghan Johnson, Bart Vogelzang, Dave McKenzie, and Jay Young, a new member.

The meeting was called to order at 6:10 p.m..

Minutes of the October 8 2005 meeting were moved as distributed, by Glyn and seconded by Paul, carried

Business Arising from the minutes.

RPM – Glyn talked to Paul Westwick about a meeting, but it is not likely to happen before the AGM.

Paul Westwick was informed about the situation with the Loop Rally having errors and not really meeting BC Championship standards

John Geelen and the Prince George club has officially got RPM and CARS status, but is on probation and it will be discussed by RPM

Mt. Washington was the site of the Rally Cross, and there were only some minor complaints about the price of the lunch, with all the rest being positive comments. The 2006 schedule has only got C2C and Midnight set with the exact dates.

The Open House at Tirecraft was successful, with IRC flyers handed out.

The 2005 Awards Party will be in Youbou on November 26. The cost is \$150 and we have the place till later on Sunday. It sleeps 9 in three rooms, has a patio, and a BBQ we can use.

Rally Report

We had a fantastic Midnight Rally on October 29, with 14 entries and with mud and fog, and the scoring was basically done as the last cars got in to the finish. There were two protests, which were resolved, and first place was a tie, broken by the number of zeros.

We had 11 cars turn out for the Mt. Washington event, the Edge of the Rock Rally Cross on October 30. We managed to have 4 runs in each of the morning and afternoon. St. John Ambulance was in attendance, but we did suffer a small loss due to the extra cost of snow removal.

The Pacific Forest Rally in the interior had lots of press coverage and spectators and had our first ever in town pavement stage. There was one minor flying rock injury, and a broken window in the Railyard Mall.

The UBC Sports Car Club is to put on a \$40 entry fee rally cross on November 13th.

Treasurer's Report

There is \$4500 in the bank, with about another \$150 in costs for both Midnight and Edge, plus whatever receipts come in.

We have two new members, An Nguyen from the mainland (entered Midnight in a Talon), and Jay Young from Sooke.

Correspondence

CARS AGM announcement for January

Newsletter

The next Exhaust Noise will be after the Awards Party.

Publicity Report

Jack's rally report to the Times Colonist was printed verbatim. There autosport section seems to be quite good.

New Business

The Awards Party is arranged for Youbou for November 26. Bart will bring decorations, food will be ordered in at \$10 a person but there is a BBQ available for those wanting to use it. Gil will look after the invitations and some of the games, maybe a treasure hunt one as well. Normally we give two prizes, often something nice with the IRC logo embroidered on them. Glyn will look after the trophies and presentation.

The 2006 schedule will be coordinated with other events and decided by Glyn and Bart, who will then pass it by the membership for final approval.

The First Aid course was cancelled due to not getting the required 10 participants. Glyn will look to organize another one, probably in the first week or two of February

Glyn will try to get names for another ham course, but we will need to have 10 participants. Gil is on the list as interested. It will be targeted for early April.

The IRC presence and control over the IRC content on the rallyBC.com site was discussed. Nobody seems happy with the speed of entries, their placement, nor the editing of information that is changed from what is submitted. In recognition that Dennis Wende is trying his best, we feel that someone from IRC needs to get access and permissions to alter the IRC sections.

Moved: The President of IRC send a letter to Rally Pacific Motorsports regarding our dissatisfaction with the way our website content is handled and to provide some improvement suggestions. Moved by Jack Seconded by Glyn Carried

Membership cards for 2006 will be generic cards designed by Gil. Samples will be sent to the Executive for approval.

Brian Carriere will contact Doug about new WCRA timers. If we continue to provide ours, we will need to arrange a rental agreement.

Meeting adjourned at 7:02 p.m.

Rally Director's 2005 Report

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2005 BC TSD Rally Championship– Island People

In 2005, IRC members and non-members from Vancouver Island did very well in the BC Championship. The following is a list of all who registered at least one class point:

<i>Name</i>	<i>Position</i>	<i>Class</i>	<i>Overall Pos.</i>	<i>Class Pos.</i>
Christa Monasch	Navigator	Calculator	3	1
Gil Stuart	Driver	Historic	4	1
Kevin Marcan	Navigator	Historic	T-14	2
Michelle Toffler	Navigator	Calculator	T-17	2
Glyn Trafford	Driver	Unlimited	19	T-17
Brian Carriere	Navigator	Calculator	T-20	T-3
Jeff Bain	Driver	Calculator	T-22	2
Roy Lima	Official	Official	T-22	N/A
Kathryn Hansen	Navigator	Paper	23	1
Bart Vogelzang	Navigator	Unlimited	26	T-15
Arnie Lang	Navigator	Historic	T-32	T-4
Pete Adie	Navigator	Novice	T-32	6
Alyse Young	Navigator	Novice	T-36	T-12
Jay Young	Driver	Novice	T-40	T-12
Tim Fink	Driver	Unlimited	T-40	T-19
Lyndsey Pierce	Navigator	Calculator	T-40	T-7
Kevin Clark	Navigator	Novice	T-40	T-15
Al Todd	Navigator	Novice	T-40	T-19
Darrell Panich	Driver	Calculator	T-43	T-5
Tyson Percival	Driver	Calculator	T-43	T-8
Rogi Young	Driver	Novice	T-43	T-15
Tagg Kelt	Driver	Novice	T-43	T-15
Paul Todd	Driver	Novice	T-43	T-19

For full results go to: www.RallyBC.com

Joke of the Moment: Should YOU Be Committed?

During a visit to the mental asylum, a visitor asked the Director what the criterion was which defined whether or not a patient should be institutionalized.

"Well," said the Director, "we fill up a bathtub, then we offer a teaspoon, a teacup and a bucket to the patient and ask him or her to empty the bathtub."

"Oh, I understand," said the visitor. "A normal person would use the bucket because it's bigger than the spoon or the teacup."

"No." said the Director, "A normal person would pull the plug." Do you want a room with a view of the trees or the parking lot?"

2006 Schedule of Events

Jan 7	IRC meeting
Jan 13/15	CARS AGM in Vancouver
Feb 4	IRC meeting
Feb 4/5	IRC 1 st Aid course in Duncan
Mar 4	IRC meeting
Mar 11	IRC Novice #1* ¹ of 4 in Victoria, Paul
Mar 25/26	IRC amateur radio course in Duncan
Mar 26	IRC Exec meeting, 6 p.m. in Duncan
Apr 1	IRC meeting
Apr 8	IRC Rally School, Honeymoon Bay
Apr 8	IRC Fire Fighting Course 6 p.m. in Duncan
Apr 9	IRC Novice #2 of 4 and consecutively** STi, Island Series #1 of 4, Paul
May 6	IRC meeting
May 13/14	IRC Coast To Coast TSD Island Series #2 of 4, BCRC, tentatively Brian in Port Alberni, 2 day event
Jun 3	IRC meeting
Jun 4	IRC Rally X #1 of 6, Mt. Washington Alpine Resort, Courtenay
Jun 25	IRC Exec meeting, 6 p.m. in Duncan
Jul 1	IRC meeting
Jul 8	IRC Novice #3 of 4 in Duncan, Jack
Jul 9	IRC Rally X #2 of 6, Mt. Washington Alpine Resort, Courtenay
July 30	IRC Rally X #3 of 6, Mt. Washington Alpine Resort, Courtenay
Aug 5	IRC meeting
Aug 19	IRC Novice #4 of 4 and consecutively** Tsunami, Island Series #3 of 4, organizer TBA
Aug 20	IRC Rally X #4 of 6, Mt. Washington Alpine Resort, Courtenay
Sep 2	IRC meeting
Sep 23/24	IRC Rally X #5&6 of 6. This is an overnight stay, with extra runs, social in the evening, and early morning start, depending on hangovers.
Oct 7	IRC meeting
Oct 28	IRC Midnight, Island Series #4 of 4, BCRC, in Duncan, overnight event, organizer TBA
Nov 4	IRC meeting and AGM (note: 6 p.m. start)
Nov 25	IRC Awards Party, Crofton, 7 p.m.?, Matt

* Note: all novice events are pavement only, with 4 hours of competition time.

** Note: as an experiment, during 2006 we will run a novice event which will be the first leg of the paved Island Series TSDs, STi, and Tsunami. The novice event stops after 4 hours, but STi and Tsunami will continue for another 4 hours (approx).

*** Note: The Island Series will be STi, C2C, Tsunami, and Midnight rallies.

¹ Note: The Novice Series can be entered by anyone, but only those still in Novice Class will be eligible for points towards the Novice Series awards.

ISLAND RALLYSPORT CLUB

PO Box 454
Duncan, BC V9L 3X8

Email: island@rallybc.com

www.RallyBC.com

STATEMENT OF PURPOSE

The Island Rallysport Club is a Vancouver Island based non-profit society having a focus on automobile rallysport. The club has been established for the benefit and enjoyment of its members. Its purpose is to contribute to the success and growth of rallysport in BC and Canada. This is done by organizing automobile rallies and related motorsport competitions; by training and developing its members to be qualified organizers; and by helping its members to participate in rallysport everywhere.

2006 Club Executive:

President	Paul Smith	psmith@quickstyle.com
Vice President	Matt Playle	playle.m@shaw.ca
Secretary	Bart Vogelzang	bk-g@shaw.ca
Treasurer	Gil Stuart	gistuart@island.net
Rally Director	Glyn Trafford	gtrafford@shaw.ca
PR Director	Jack Vanier	wheelwax@shaw.ca

***The Island Rallysport Club meets on the first Saturday of every month (except December) at:
The United Church Hall
246 Ingram Street
Duncan, BC
The meeting starts at 7:00pm.***



Classified Ads

Amateur Radio Equipment

1. Yaesu FT-707 HF SSB Transceiver
Yaesu FP-707 Power Supply
Yaesu Fv-707 DM External Digital VFO
Yaesu FC-707 Antenna Tuner
B+W Antenna Tuner Model VS300A
Asking \$600 for all.
Call Mike 250-723-9567 after 4pm

Car for Sale*

1. 1992 Plymouth Laser RS AWD, Burgundy 5spd, 2.0L, 150 KM, 5 disc Clarion changer, K&N air filter and mandrel bent downpipe. Skid plates for oil pan and brake lines. \$5,900 o.b.o. **(See photo above)**
2. Also have accessories for Laser that am willing to negotiate on (with car purchaser) including full set of studded winter tires (Nokian Hakkapeliitta 1-STUD DED), full set of Michelin rally tires (16/66-16 FB 80), Terratrip 2 rally computer, rally lights with mount, and other misc parts. This car is ready to run T-Bird 2006!

Tools**

1. Collapsible Lug Wrench (17, 19, 21mm) - \$5
2. Dremel with Accessories - \$30
3. 2.5 Ton Michelin Jack (NEW) - \$60

Toyota Specific*

1. Toyota 18RG, 8V twin cam racing engine: bored over size, TRD pistons and rings, TRD exhaust header, twin Mikuni PHH Carburetors, K&N filters (with spares), electric ignition, dry sump. \$1500 o.b.o
2. Also have heavy duty Toyota transmission and limited slip diff to match the 18RG (out of same car).

VW Specific**

1. MKII 180mm Drum Brake Pads, Springs & Rear Wheel Bearing Set, 180mm Drums (NEW) with bottle of Brake Fluid - \$60
2. Techtonics Dual Racing Downpipe, Techtonics Stainless Steel Exhaust, Resonator and Borla Muffler (full racing exhaust from the exhaust manifold back-NO CAT) - \$400

** For the Car for Sale and Toyota Specific, email dpanich@canada.com or call 250-383-7983 (Darrell)*

***For the VW Specific and Tools, email Doug@RallyBC.com or visit the following URL to link to pics of the above:
<http://www.vwdov.ca/forum/showthread.php?threadid=84165>*