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PACIFIC FOREST RALLY

MERRITT, BC

**SEPTEMBER
27 & 28,
2019**



Lauren Sansregret Photo

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Welcome Rally Fans

Celebrating PFR 43 Years plus 19 Years at Merritt

Welcome to Merritt and the Nicola Valley, home of the 2019 Pacific Forest Rally (PFR), round 4 of the Canadian Rally Championship.

We're thrilled to be welcoming teams from across Canada and the north-west US, and truly appreciate all the support this event gets from local businesses, City of Merritt and the Chamber of Commerce. Merritt has been a warm and welcoming host for PFR since 2002, and I'd like to offer a sincere thank-you to the people of Merritt for allowing us to bring this exciting motorsport event to the beautiful Nicola Valley, one of the most challenging rally venues in Canada.

Thanks are due also to the forest companies, Aspen Planers and Tolko, as well as local ranchers - we recognize that our fun roads are also their livelihood, and appreciate their cooperation in making it possible.

Huge thanks are also due to our volunteers - we have an amazing crew of dedicated volunteers who give of their time, talents and enthusiasm, some of whom travel a long way to make this event a success. Rallying is a lot of fun to watch but can also be dangerous. Please stay safe, obey the instructions of our marshals, and enjoy an exciting weekend!



Event
Organizer
Paul Westwick

Mayor's Message



To all Participants of Pacific Forest Rally...
Welcome to Merritt and the Beautiful Nicola Valley

We would like to extend our warmest welcome to the participants of the 2019 Pacific Forest Rally. It is an honor to once again host this great event here in the Nicola Valley. During your time in Merritt we invite you to explore our many businesses and plenty of recreation activities. Experience the beautiful Nicola Valley during your stay and see for yourself why so many people come visit Merritt. Stop into at the Merritt Visitor Info Centre or connect with us online at www.tourismmerritt.ca for a list of all restaurants, accommodations and things to do while you are here. We wish you all the best during your time here for the event and we look forward to your return.

**From Mayor Linda Brown,
City of Merritt Members of Council and staff**



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Despite the organizers taking precautions - accidents can happen. In respect of these - you are present at your own risk.

Don't:

- ! Stand on the stage road
- ! Stand below the level of the road
- ! Stand in front of arrows or signs
- ! Stand in Prohibited Areas
- ! Stand or sit on or near log piles, walls of fences
- ! Sit close to the edge of the road
- ! Block escape routes
- ! Be distracted
- ! Destroy the trees or bushes
- ! Play games with your safety or that of the drivers
- ! Remove Stage signs or arrows
- ! Be the one that Stops the stage

Always:

- ! Expect the unexpected
- ! Listen for approaching cars
- ! Remain Alert
- ! Leave yourself room to move quickly
- ! Try to keep behind something solid
- ! Remove all garbage with you
- ! Keep children under supervision
- ! Keep dogs on a lead
- ! Do as the Marshals ask
- ! Help the Marshals to run a safe stage

Be Sure That:

- ! The unexpected can happen
- ! If you ignore Marshals' instructions the stage will be stopped

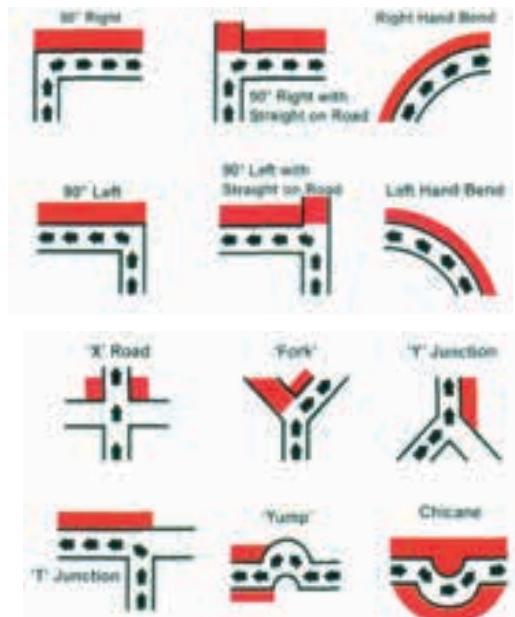
Please Protect:
 ! Yourself
 ! Others around you
 ! The stage route
 ! Rallying
 ! Motorsports

READ THIS!

Spectator Safety **NO-GO** Area

Study the Diagrams: All the **RED AREAS** are 'NO GO.'

Being near these could cause delays or cancellation of the stage.



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MINI Canada stays true to motorsport heritage

For the first time ever, MINI will support drivers in the Canadian Rally Championship.

MINI Canada will continue to reward MINI racing excellence for the 2019 racing season, highlighting its dedication to motorsports in Canada.

For the eighth straight year, the MINI Canada Motorsports Contingency Program will award a cash incentive to MINI drivers who win Targa Newfoundland, and for the first time ever, MINI drivers placing in the Canadian Rally Championship (CRC).

"With 2019 being MINI's 60th year of operation, it's more important than ever that we stay true to the brand and the values MINI stands for," said Andrew Scott, director, MINI Canada. "Motorsport is engrained in MINI's DNA. Anyone who has driven a MINI with a John Cooper Works engine variant has first-hand experience of how powerful and dynamic those vehicles are. On the road and on the track, performance has always been and will always be incredibly important to us."

MINI's new foray into the Canadian Rally Championship (CRC) will see tiered payouts available to MINI drivers who finish in first (\$1,000), second (\$750), or third place (\$500) in each of all the remaining races, and a \$5,000 grand prize (highest overall points), if a driver wins the overall CRC championship.

"The Canadian Association of Rallysport is thrilled that MINI Canada has introduced their contingency program for MINI drivers competing in the 2019 Canadian Rally Championship," said John Hall, President, CARS. "Canada has a vibrant, broad-based rally community that competes across the country in the eight national events. This type of contingency program goes a long way in promoting the sport and helping teams that compete with the MINI brand."

MINI Canada's contingency program promotes this relationship and celebrates the commitment to MINI racing excellence in the sport today. For all details regarding the Contingency Award Program please contact: MINIMotorsport@MINI.ca



Subaru Continues its CRC Support

Subaru Canada is continuing its support as presenting sponsor of the 2019 CRC season with the announcement of a two-year renewal program.

Intended to strengthen the sport in Canada, both the Contingency and Rally Purchase programs will provide financial support to Canadian rally participants.



Photo: Subaru Canada / Rocket

Rally Purchase Program

Open to Canadian resident holding current, valid CRC licences, the program provides participants with a rebate on any new Subaru vehicle for rally use.

Approved applicants to the program will be provided with a one-time rebate of up to \$10,000 off the purchase price of any new Subaru vehicle.

The vehicle must be purchased through an authorized Canadian Subaru dealer and must be converted to rally spec as per the CRC guidelines.

Effective April 1, 2019 to March 31, 2020 the program is bringing more competitors into Canadian rally competition. More details at www.carsrally.ca

Subaru Rally Contingency

For the 2019 season, any registered Subaru participants will be eligible for payouts for simply starting a national CRC event.

Additional payouts will also be awarded for the top six Subaru finishers in every CRC event regardless of their overall finish, as well as every Subaru that finishes in the top six overall.

Subaru Canada will also provide payouts at the end of the 2019 season for the top Subaru drivers.

Administered by the Canadian Association of Rally Sport (CARS) the program is open to all Subaru entries regardless of home country. To register, log onto www.carsrally.ca/downloads



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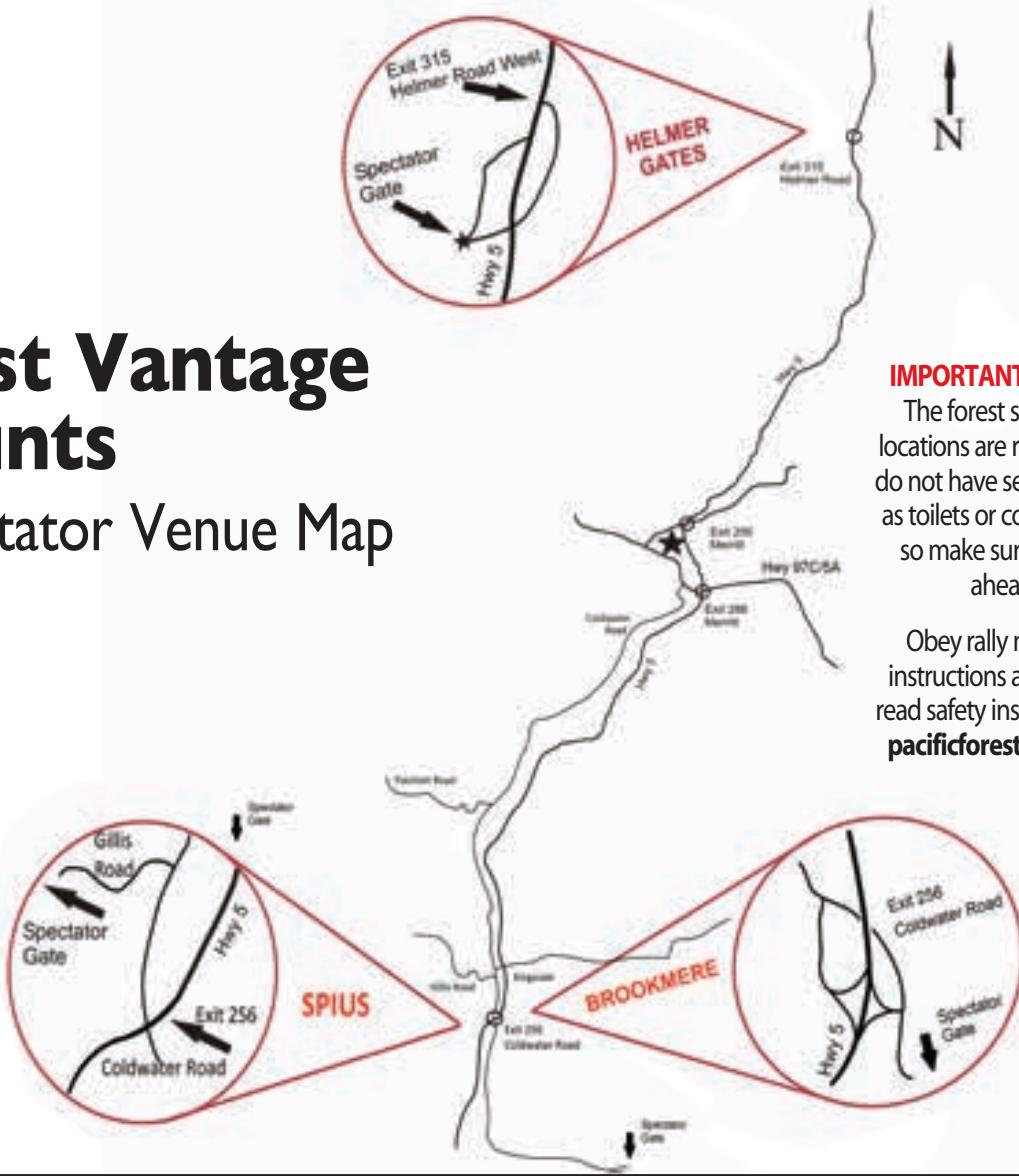
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Spectator Venue Map



FRIDAY SEPTEMBER 27

Come Downtown to Granite Avenue between 4:30 and 5:30pm to see the cars and meet the drivers as they prepare for the Ceremonial Start at 5:30pm.

"HELMER LAKE" Forest Special:

Access from 5:00pm to 5:45pm, then from 7:00pm to 7:45pm. Cars pass twice: 6:20pm and 8:20pm

From Merritt: proceed along Hwy 5 northbound. Take Exit 315 (Helmer Road) and turn right at the T-junction, proceed under the highway to the west side, then proceed straight ahead through the gate onto gravel, then turn right. Spectator parking is 2km up this road at the junction with Kirby Road. Wait for marshals to direct you where to park. Travel time from Merritt: 25 minutes

SATURDAY SEPTEMBER 28

"HELMER LAKE" Forest Special:

Access from 9:00am to 9:45am, then closed until 12 noon. Cars pass twice: 10:00am and 11:15am. See directions for Helmer above.

"BROOKMERE" Forest Special:

Access from 12:30pm to 1:15pm. Cars pass once: 1:45pm. From Merritt: proceed along Hwy 5 southbound. Take Exit 256 (Coldwater Road) and turn right at the T-junction. Continue along Coldwater Road for 9km, then turn left onto South Shovelnose Road (gravel). Wait here for marshal's directions. The spectator area is 4km up the gravel road, part way into the stage. Follow marshal's directions to park. Travel time from HELMER spectator: 55 minutes. Travel time from Merritt: 35 minutes

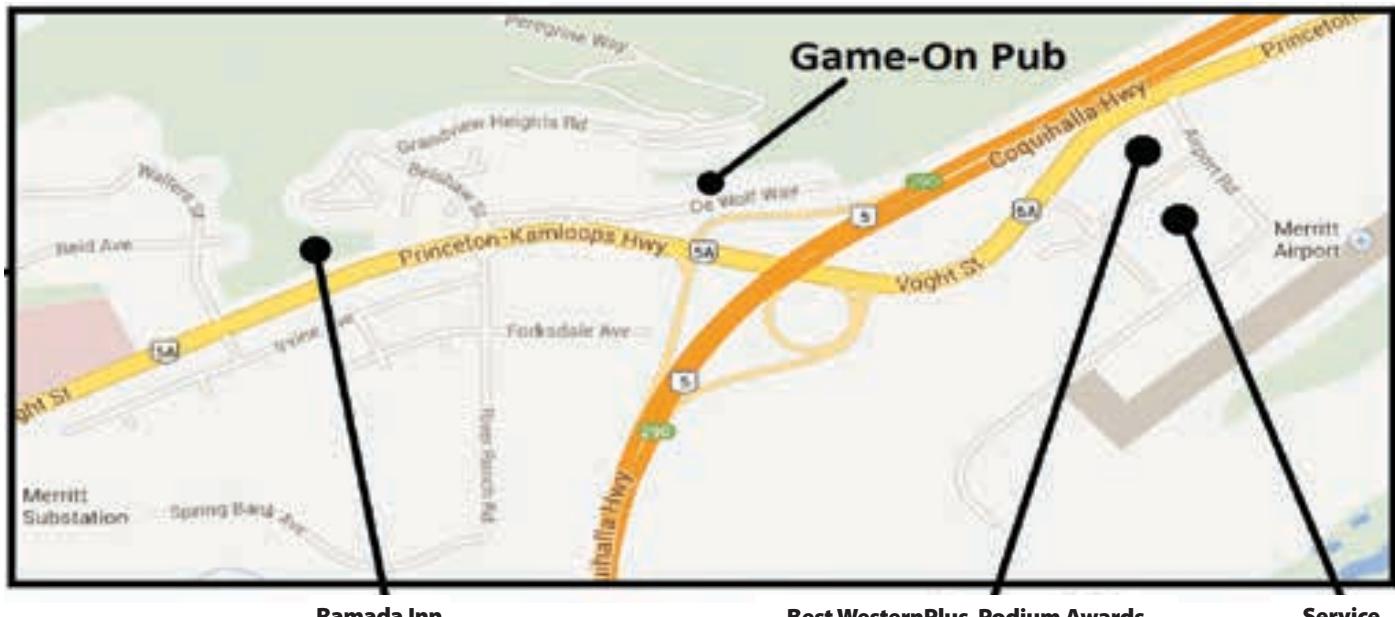
"SPIUS" Forest Special:

Access from 3:00pm to 3:45pm, then from 5:00pm to 5:15pm. Cars pass twice: 4:30pm and 6:00pm. From Merritt: proceed along Hwy 5 southbound. Take Exit 256 (Coldwater Road) and turn left at the T-junction. After about 2.5km, turn left onto Gillis Road, cross a small bridge and turn left up the hill on the gravel road, then keep right at the first cattle guard. Continue for another 7km, until you see the 7km post on your right. Wait here for directions from marshals. The viewing area is another 2km into the stage, and requires crossing a small ditch to park - not suitable for lowered vehicles.

From Brookmere: Return the way you came, along Coldwater Road. After you cross under the highway, continue straight ahead for another 2.5km then turn left onto Gillis Road, and proceed as indicated above.

Travel time from Brookmere spectator: 35 minutes
Travel time from Merritt: 40 minutes

Events Schedule and Venue Locations



THURSDAY, September 26

9am – noon Registration Best Western Plus

noon – 5pm Recce

5pm – 8pm Scrutineering

FRIDAY, September 27

8am – 11am Registration – Best Western Plus

9am – 12:30pm Recce

1pm – 10:30pm Service Park Open to Public – Merritt Checkpoint

4:30pm-5:30pm Car Display – Granite Avenue

5:30pm Ceremonial Start – Granite Avenue

5:30pm – 9pm Spectator Point – Helmer Lake Night Special,

Refer to Spectator map

SATURDAY, September 28

8am – 7pm Service Park Open to the Public – Merritt Checkpoint

See Venue Map

9:30am – noon Spectator Point – Helmer Lake Special.

See Spectator Map

1pm – 3pm Spectator Point – Brookmere Special.

See Spectator Map

4pm – 7pm Spectator Point – Spius Special.

See Spectator Map

Approx. 9pm End of Rally. Winners Podium at Best Western Plus.

See Venue Map



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Team: 1000turnsonce

Vehicle: 2011 Subaru WRX STI

Drivetrain: 4WD Picture of Car

Class: Production 4WD Please attach jpg

Engine: 2.5L Turbo

Driver, City, Prov: Rob Behan, Salmon Arm, BC Canada

Co-driver, City, Prov: Charmaine McKean Salmon Arm, BC Canada

Website and/or Instagram: [1000turnsonce](https://www.instagram.com/1000turnsonce)

Facebook: [Rallyinterior.ca](https://www.facebook.com/Rallyinterior.ca)

Profile: Rob and Charmaine are attempting their first 2 day event after finding success at their first race in Cochrane Alberta earlier this year. From TSD to RallyX to finally Stage ready for the 2019 season, we couldn't be more excited. Thank you to all volunteers and organizers without which none of this would be possible. We volunteered for years before completing the car and know how important it is and how dedicated all of the people are. We encourage anyone to get involved. Rally on!



Team: 50103 Rally

Vehicle: 2003 Ford Focus

Drivetrain: FWD

Class: Open 2wd

Engine: 2.5

Driver, City, State: Chris Miller, Preston, WA

Co-driver, City, State: Michelle Miller, Preston, WA

Facebook: [Facebook.com/mmillerracing](https://www.facebook.com/mmillerracing)

Photo Credit: David Cosseboom

Profile: Chris and Michelle have been competing together in USA in the American Rally Association Open 2wd Championship. They have had an exciting season with their best finish at Idaho Rally and Rally Colorado taking home the first place prize. They are looking forward to continuing their successful season at Pacific Forest Rally in the hopes of taking the North American Rally Championship in Open 2wd.

Team: AK Racing

Vehicle: 2015 Ford Fiesta

Drivetrain: 2WD

Class: Production 2WD

Engine: 1.6L Turbo

Driver, City, Prov: Alex Kouzmin, Surrey, BC

Co-driver, City, Prov: Steve Stevenson, Summerland, BC

Profile: Alex and Steve are going to run the second event as a team after a disappointing DNF at Big White in 2018. We're excited to meet our fellow competitors and volunteers again at PFR 2019. Our goal is to run clean, have fun and finish at the top 30!

Sponsors: Binaka Auto, Action Tire



Team: Alspaugh Motorsport

Vehicle: 1991 Audi CQ

Drivetrain: Quattro – AWD

Class: Production 4WD

Engine: NA 20V 5 Cyl.

Driver, City, State: David Alspaugh – Seattle, WA

Co-driver, City, State: Nigel Cochran – Boston, MA

Photo Credit: Jim Culp

Profile: Alspaugh Motorsports is competing in their second stage rally ever. The car was originally from California and found by David in Connecticut sitting in front lawn for 5 years. The car had to be completely gutted and refurbished while fixing a few rusted spots from an earlier hard life. The build has taken about 5 years and was partially completed in Boston, MA before being moved to Seattle, WA and caged by Dave Clark. The car competed well in Olympus Rally '19 and we look to continue displaying the reliability of the older Audi platforms. This event will be Nigel's first event ever as co-driver and we will build speed throughout the weekend. We hope you enjoy the 5cyl noise and find it as addicting as we do.

Sponsors: Kato Fasteners – LockOne

Team: Black Cat Rally

Vehicle: 1997 Subaru Impreza

Drivetrain: 6spd 4WD

Class: Open 4WD (NA)

Engine: 3.3L H6

Driver, City, State: Mathieu Perser, Seattle, WA

Co-driver, City, State: Rachel Ostheller, Tacoma, WA

Photo Credit: Matt Flasig (Cowbell Rally)

Profile: Driver Matt Perser and Co-driver Rachel Ostheller are new competitors with a unique 6 cylinder Subaru hoping to qualify for the 2020 North American Rally Championship.

Sponsors: Seattle Device Repair



Team: CRE

Vehicle: BMW

Drivetrain: RWD

Class: Open 2WD

Engine: 3.2L 6-cyl

Driver, City, State: Dave Clark, Naches, WA

Co-driver, City, Prov: Jamie Willetts Calgary, AB

Photo Credit: Andrew Snucins

Profile: Dave Clark has rallied in the Pacific Northwest for 9 years in almost exclusively rear wheel drive cars. Jamie Willetts has co-driven with Dave over the last three years. He's the brains of the team, and that's a concern.

Sponsors: Philosophical Determinism

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Team: CRE

Vehicle: BMW M3

Drivetrain: Rear Wheel Drive

Class: OWD

Engine: 3.0L Six Cylinder

Driver, City, State: Larry Clark, Selah, WA

Co-driver, City, State: Robert Gobright, Seattle, WA

Profile: Two old guys having way too much fun.



Team: DTM Racing

Vehicle: 1998 Subaru 2.5rs

Drivetrain: AWD

Class: NA4WD (Production)

Engine: 2.5rs, naturally aspirated

Driver, City, State: Cooper Anderson, Newberg, OR

Co-driver, City, State: Cody Crawford, Seattle, WA

Facebook: Team_DTM_Racing

Photo Credit: Tedrick Neally

Profile: We are a small team from Oregon in our first year of stage racing. Driver started at the age of 15 at the wheel and has quickly become a serious competitor. We have been a father/son team until this event. A new co-driver, Cody Crawford, will be working with Cooper for Pacific Forest Rally.

Sponsors: Anderson Poolworks



Do not obstruct the organizers from their duties. If necessary, collaborate with them.

Team: EP Racing

Vehicle: 2002 WRX Wagon

Drive Train: AWD

Class: Production 4WD

Engine: 2.0 l Turbo

Driver, City, Prov: Eric Pehota, Pemberton, BC

Co-Driver, City, Prov: Jennifer Daly, Okanagan, BC

Website: whistlerjetboating.com

Profile: EP Racing had a successful race at the 2018 PFR, placing 3rd overall national, 1st in class and 1st regional. This was our team's first National Podium. The team is looking forward to a challenging battle against the competitors again this year at PFR

Sponsors: Whistler Jet Boating, Blacks Hot Wheel, Adventure Valley Outfitters



Team: FL4T FOUR Motorsports

Vehicle: 2004 Subaru Impreza WRX

Drivetrain: AWD

Class: P4WD

Engine: 2.0l EJ205 Boxer

Driver, City, Prov: Brandon Liang, Camrose, AB

Co-driver, City, Prov: Michael Szewczyk, Calgary, AB

Facebook: Facebook.com/FL4TFOUR

Photo Credit: Andrew Snucins – andrewsnucins.com

Profiles: FL4T FOUR Motorsports is excited to return to Merritt for one of their favorite events of the season. After finding good speed at last year's event, the team hopes to better their result and come home with a national class victory in the hotly contested P4WD class. Stop by Parc Expose and say hi!

Sponsors: Revival Apparel, Manluk Global Manufacturing Solutions, ZZ Construction Ltd. (Windows and Doors), Tyler's Automotive Services, Diode Dynamics, The Wheel Pro's, Turbo Parts Canada, City South Automotive Services (Edmonton)

Team: Gravel Dogs

Vehicle: Ford Escort

Drivetrain: RWD

Class: Open 2W drive

Engine: BDG

Driver, City, PState: John Hill, Seattle WA

Co-driver, City, State: Billy Irvin, Puyallup WA

Photo Credit: David Cosseboom

Profile: John and Billy teamed up 5 years ago and have steadily been getting faster and faster. This is John's first race in Canada and the team is looking forward to mixing it up with the fast Canadian 2W drive field.

Sponsors: Trackside Motorsports



Team: Hashtag Rallycar

Vehicle: Subaru 2.5rs

Drivetrain: AWD

Class: P4WD

Engine: 2.5NA

Driver, City, Prov: Joel Cates, Cochrane Alberta Canada

Co-driver, City, Prov: Tiffany MacDonald, Kamloops BC Canada

Facebook: Facebook.com/hashtagrallycar

Photo Credit: Chill Spec Media

Profile: 2018 Novice Driver and Co-Driver champions, joining forces for our first full Rally West Season. Having a blast trying to make a slow car go fast.

Sponsors: Yamnuska Wolfdog Sanctuary, Great North Performance, OK Tire Cochrane, Idemitsu Lubricants, 4 Wheel Parts Calgary, RMC Graphx, Earl Reimer Trucking, Chill Spec Media.

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Team: Jankowski Motorsports

Vehicle: Dodge Caliber SRT 4

Drivetrain: 4WD

Engine: 2.4 Litre

Driver, City, State: Karen Jankowski, Camas WA

Co-driver, City, State: Mitch Meadows, Portland OR

Facebook: Karen Jankowski & MeLe Media

Photo Credit: MeLe Media

Profile: Karen Jankowski, is a multi-championship & race winning co-driver who is finally fulfilling her passion to drive for her own team in her Dodge Calibre SRT 4. Mitch Meadows is a longtime rally enthusiast who is now living his dream by stepping into the co-driver seat for the first time at PFR.

Sponsors: MeLe Media, Odyssey Battery, Amsoil Inc., Scrubblade



Team: Kishkarev / Ma

Vehicle: is a Mitsubishi Lancer Evolution,

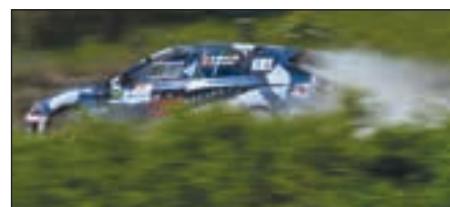
Class: Open4WD class.

Engine: 1997 cc turbocharged 4 cyl engine, AWD, 5 speed synchro gearbox.

Driver, City, State: Dmitri Kishkarev, Ocean, NJ

Co-driver, City, Prov: David Ma, Calgary BC.

Photo Credit: Shawn Bishop, 2019 RMR.



Team: M2K Racing

Vehicle: 2008 Subaru WRX STI

Drivetrain: AWD

Class: Open4

Engine: 2.5L turbo

Driver, City, Prov: Ken Wawryk, Vancouver, BC

Co-driver, City, Prov: Chris Kremer, Calgary, AB

Photo Credit: Jason Nugent Photography

Profile: Coming back for their second PFR together, Ken and Chris are ready to see what they can do with this event. This will be the 4th event together for the pair and they have come a long way developing the team in that time. Rocky Mountain Rally this year had a disappointing finish for the team after a mechanical issue left them limping to the finish. At this event they are looking for a clean finish and are excited to see where that leaves them in the overall standings.



Team: KRR Kamloops Race & Rally

Vehicle: 1971 Datsun 1200

Drivetrain: RWD

Class: O2WD

Engine: Nissan SR20 2 ltr 16v

Driver, City, Prov: Nick Wood, Kamloops, BC

Co-driver, City, Prov: Chawna Imber, Calgary AB

Facebook: KRR Kamloops race and rally

Photo Credit: Rally.ca



Team: Kaizen Racing

Vehicle: 2000 Subaru 2.5 RS

Drivetrain: 2004 Subaru STI

Class: O4WD

Engine: EJ257

Driver, City, State: David DeFrain Portland, OR

Co-driver, City, State: Tracy Manspeaker Everett, WA

Facebook: David DeFrain / Tracy Manspeaker

Instagram: Tubbyninja

Photo Credit: Chris Daley

Profile: Coming off of a successful Oregon Trail Rally, David DeFrain looks to add experience to his resume. While being coached, and navigated by Tracy Manspeaker in his second stage rally. He hopes to keep the car on the road, and for an overall drama free rally. "I am very excited to compete in Canada for my second ever rally, I just want to have a good time, and get some experience"

Sponsors: Bitcoin NW, Clean Racing Inc

The 2019 Pacific Forest Rally
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Tel 604 736 6754

www.westerndriver.com

Publisher Patrick Stewart

pstewart@westerndriver.com

Team: Mad Thrasher Motorsports

Vehicle: 1993 Subaru GC8

Drivetrain: 4WD

Class: 4wd Open

Engine: 2.0L Turbo

Driver, City, Prov: Bryan Pallson, Abbotsford, BC

Co-driver, City, Prov: Andrew Andrus, White Rock, BC

Instagram: mad.thrasher.motorsports

Photo Credit: Louren Sansregret Photography

Instagram: lsansphoto

Profile: Driver Bryan Pallson & Co-driver Andrew Andrus will be competing for their 3rd ever Canadian Rally Championship event & second time at Pacific Forest Rally 2019. This time they'll be in a 1993 Open 4WD Class Subaru GC8.



Team: No Limit Rally Sport

Vehicle: 1994 Acura Integra

Drivetrain: FWD

Class: Open 2wd

Engine: 4 cyl - 1.8L

Driver, City, Prov: Oliver Schroeder - Abbotsford, BC.

Co-driver, City, Prov: Betsy Nguyen - Calgary, AB.

Facebook: No Limit Rally Sport

Photo Credit: Shawn Bishop

Profile: We are excited to come back to PFR this year with two new Co-drivers and two cars. We still have the same goal in mind, to improve our stage times and to have fun doing it. We would like to take this opportunity to thank all the Organizers, Volunteers, Friends and Spectators for making the event happen.



Team: No Limit Rally Sport

Vehicle: 1996 Honda Civic

Drivetrain: FWD

Class: Open 2wd

Engine: 4cyl - 2.2L

Driver, City, Prov: Kornelius Rempel, Abbotsford, BC.

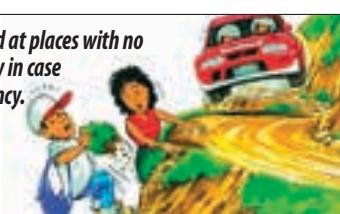
Co-driver, City, Prov: Khol Haggerty, New Westminster, BC.

Facebook: No Limit Rally Sport

Photo Credit: Shawn Bishop

Profile: Ex Co-driver attempting his first event as a driver, while training a new Co-driver... What could possibly go wrong?

Don't stand at places with no escape way in case of emergency.



Team: PRM Rally Team

Vehicle: Subaru WRX STI

Drivetrain: 4WD

Class: Open?

Engine: 2.5 boxer

Driver, City, Prov: Krystian Ostrowski, Calgary, AB

Co-driver, City, Prov: Chris Galecki, Calgary, AB

Facebook: PolishRallyMafia

Photo Credit: David Cosseboom

Profile: PFR is a challenging event on the crew and equipment, but were looking forward to spectacular roads in scenic Nicola Valley. Safe and fun event to all of our competitors, volunteers and spectators. See you in Merritt!

Sponsors: Kamco Interiors Ltd., Cracovia Food Market,



Team: Rally4Life

Vehicle: Mitsubishi Evo 4

Drivetrain: AWD

Class: Open

Engine: 2.0 litre turbo

Driver, City, Prov: Mark Jennings-Bates Kaslo BC

Co-driver, City, Prov: Jackie Jennings-Bates, Kaslo BC

Website: www.markjenningsbates.com

Photo Credit: Marc Bedard

Profile: After a break from rallying in Canada, the Rally4Life team are back in action. This time, championship winning driver and performance driving coach, Mark Jennings-Bates has teamed up with his wife Jackie who was christened in rally co-driving at this year Rocky Mountain Rally.

Driving an older Mitsubishi Evo 4 Mark is hoping that the efforts of the whole team will pay off with a solid top ten finish.

Sponsors: Big O Tires, Valley Mitsubishi, RaceGas, Team Dynamics, Bell Helmets, Stroma Signs, Spitshine Metals, Kaslo Mechanical

Team: Rally Syndicate (Cronus Rally)

Vehicle: 2015 Ford Fiesta R2

Drivetrain: 2WD

Class: Open 2wd

Engine: 1.6L – 4cyl Naturally Aspirated

Driver, City, Prov: Wim van der Poel, Bragg Creek, AB

Co-driver, City, Prov: Bryan Lord, Cochrane, Alberta

Facebook: facebook.com/CronusRally

Photo Credit: Danny Bujold

Profile: Rally Syndicate (Cronus Rally) is looking forward to the incredible roads that make up the Pacific Forest Rally every year. Along with Merritt's hospitality and support for PFR, this makes it a must attend event. Wim, Bryan and Cronus Rally crew return to defend 2018 2wd PFR and National Championship wins.

Sponsors: Gulf Lubricants



Team: Savage Rallysport

Vehicle: Ford Fiesta R5

Drivetrain: 4WD

Class: Open

Engine: 1.6L 4 Cyl Turbo

Driver, City, Prov: Dave Wallingford, Columbus Ohio

Co-driver, City, Prov: Leanne Junnila, Calgary, AB

Facebook: facebook.com/savagerallysport

Photo Credit: John Groo

Profile: Driver Dave Wallingford and his co-driver Leanne Junnila will be competing at this year's Pacific Forest Rally with the bright orange and black M-Sport built and Savage Rallysport maintained Ford Fiesta R5. This team competes all over North America in the Canadian, American, and North/Central American championships, having gone as far as WRC Mexico to compete in the WRC2 class. The secret to their success is the crème brûlée their hospitality manager makes from scratch at every rally!



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BC rally driver returns after several years off-road



Photo: courtesy Mark Jennings-Bates.

After taking a hiatus for several years, Western Canada rally champion Mark Jennings-Bates from Kelowna, B.C. recently returned to the sport, participating at the Rocky Mountain Rally in Invermere, B.C.

Close to 40 teams were fielded at this year's 'Rocky' and, with newer vehicles and even more competitive drivers, Jennings-Bates knew he would have his hands full trying to achieve his goal of a top-10 finish.

Additionally, for the first time since he started rallying Jennings-Bates was joined by a rookie co-driver, his wife Jackie.

Co-driving is a complex process of writing shorthand notes and reading them back during the event at a precise pace that allows the driver to attain the fastest possible time through each stage.

"Jackie did amazingly well," said Jennings-Bates. "Not only did she read the notes almost flawlessly, but her math was correct between stages, which meant that we did not incur any penalties."

For Jackie, the day was a rapid introduction to rallying. "Mark had promised to warm up to the car and to my style of delivering notes, but very quickly realized that everything seemed to be coming together well so he started to push. The speed and looseness of the driving doesn't bother me, but I was nervous all day long about making an error in the timing, which could [have] cost us a significant penalty."

As for his goal, Jennings-Bates fell short of finishing in the top 10. In fact, even finishing at all proved elusive to this experienced driver as he was sidelined on the second-to-last stage of the first day with a broken tie rod end.

"We were doing really well for a new-to-us untested car, a brand-new co-driver and a rusty driver like me," said Jennings-Bates. "We were reseeded half-way through the day in tenth spot and had been setting some solid top-10 times in the mornings stages. Sadly, the rough nature of one of the stages took its toll on the car, which ended up with us breaking a tie rod end and being sent over a steep bank."

Sponsored by Big O Tire, the Jennings-Bates rally team ended up pleased with their pace and are preparing the 1998 Mitsubishi EVO 4 for the Pacific Forest Rally (PFR), September 27-28 in Merritt, B.C.

Their goal for PFR will be to solidify their top-10 times and get the car across the finish line.

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The RallySafe unit mounts to a 25mm rubber ball mount (connected through the RallySafe connector).

If you get a chance to look closely at the cars during the Pacific Forest Rally (PFR), you might notice a small black square on the roof of every competing car. That antenna is used by the vehicle tracking system, RallySafe, to communicate vital information back to the organisers.

Advanced Technology

RallySafe is, without a doubt, the most comprehensive and technologically advanced safety, timing, and tracking platforms used in motorsports today. Using both an in-car WIFI antenna as well as an external Iridium Satellite antenna, the RallySafe device acts as a black box during each event, continuously collecting and transmitting live data which is then stored in a cloud-based web service. From the moment the unit is installed and powered on, event officials are able to track the cars movements in real-time. In addition RallySafe also has web and mobile applications, which connect the teams, event spectators, and fans anywhere in the world to the action.



Stick-on Antenna is mounted on the ROOF of the vehicle, preferably within easy cable reach of the final RS unit mounting position allowing the cabling to then pass through the door seal and follow the cage bars back to the RS unit location.

Safety First

The primary purpose of using RallySafe is safety. Historically, if there were to be a crash on stage during an event, the co-driver, using their route book, would communicate to oncoming cars by displaying either an OK sign or a SOS sign. In the case of an emergency, the following teams would then drive to the next radio point on the stage to pass on a call for help and the details of the accident. This is not only inefficient but also put drivers and codrivers in a dangerous position.

With RallySafe, when a car does stop on stage organisers instantly get a hazard notification that includes extensive information about the G-force of the stop, the car's location and position, and if a roll-over has occurred. If a team needs help, they can also manually press an SOS button on the unit, and indicate medical or fire if needed. This is instantly relayed to the organisers and following teams as they approach. This information can save crucial minutes in emergency response.

Flexible Use

While the initial interest in RallySafe was for the safety features it offers, organisers quickly realised that it also adds to the spectator experience, and provides a robust timing tool. While the official scores are traditionally done with start clocks and timing beams at the finish, the times from RallySafe are being used for preliminary scoring and as valuable data in sorting out scoring problems when they occur.

From PFR's first use of the system in 2016, RallySafe has proven itself as an invaluable asset to competitors, organizers and fans worldwide.

PFR Charity Support



The Pacific Forest Rally is pleased to promote the charity work of Abilitas Foundation which operates the Cold Water Ranch Lodge, BC's first and only respite facility of its kind for kids and adults living with disabilities.

The 800-acre Cold Water Ranch generously donated a section of its ranch land to the Abilitas Foundation on which the Lodge was built.

The facility, which opened in 2013, is a safe and peaceful environment that provides a much needed place for needy families to rest, recharge and re-connect, all at no cost.

For more details please visit www.abilitasfoundation.org

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Will it be 2022 for WRC Canada?

By Patrick Stewart



Ott Tanak 'flies' over "Colin's Crest" during the 2019 Rally Sweden, the second round of the FIA World Rally Championship. Promotional partnerships are a key part of the plan to bring the WRC to Canada as a second winter event. Photo: Janus Ree/Red Bull Content Pool.

Rallying is one of the most challenging motorsports in the world. It challenges the competitors, the volunteers and sometimes even the spectators.

The reward for taking on the challenge is, of course, being part of possibly the most exciting sport in the world.

Progress

A group of five experienced competitors, organizers and leaders are looking at tackling one of the sport's biggest organizational challenges—hosting one of the rounds of the International Automobile Federation (FIA) World Rally Championship (WRC) in Canada.

While the group, Rally Promoter Association of Canada (RPAC), has been quiet over the past year that isn't to say there hasn't been progress in achieving their goal.

"We've developed an understanding of what the FIA and WRC would like to see," said founding director Keith Morison, recently. "They were clear they want to show the world what Canada is about, telling us to not focus on replicating existing events. This message is not only great for us, but it is also great for

our potential Canadian partners."

Canadian, eh?

With this in mind, Morison outlined what he sees as the ideal Canadian round of a World Rally Championship: It would be a winter event with reliable snow/ice conditions, held in an area that would have significant venues and accommodation availability, all of which would showcase great Canadian scenery and culture. In addition, the host area would allow the event to access sponsorships and marketing partnerships with tourism agencies and corporations.

For the RPAC board there is one obvious place to host a Canadian WRC round. The group is working with events and clubs to build Canada's WRC round as a mid-February event based in Ottawa/Gatineau, turning to both Quebec and Ontario for stage roads, with super-special spectator stages and ceremonial events being held within the capital region.

They are also planning a 'national' component that would allow non-homologated cars to compete, in order to flesh out the field and allow the

home-grown talent to see how they stack-up.

Four-year deal

Morison suggests a first agreement could be a four-year deal with the WRC and that the first world event could be as early as 2022. He sees the biggest challenge being the development of partnerships that will support the budget needed for an event of this magnitude. While the latter will be no small task, Morison thinks this will be manageable, since the exposure that comes with a WRC will be attractive to many potential partners and initial conversations with marketing firms have proven promising.

"There is no question this project is marketing based," said Morison. "From a viewership basis, we're expecting over 60-million viewers on TV in about 155 countries. Being able to share that exposure with Canadian brands to global markets will be both satisfying and rewarding."

It is hoped that this global exposure will bring with it the budget to put on the event, with Morison projecting that each year of the WRC will cost

about the same as a decade of an entire Canadian Rally Championship.

"It is a challenging project, but like all challenges the rewards are going to be worth it," said Morison.

Stay tuned for more updates in the months ahead.

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Let's go racing!

2019 Canadian Rally Championship Top 10 Standings after 4 rounds

Overall Drivers	Total Points
1 Karel Carré.....	56
2 Joel Levac	40
3 Maxime Labrie.....	33
4 Mikael Arsenault.....	27
5 André Leblanc.....	26
6 Antoine L'Estage	22
6 Brandon Semenuk	22
8 Steeve Hobbs	20
8 Dave Wallingford.....	20
10 Sébastien Clark.....	18

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Get Involved and Join a Rally Club

Getting involved in your local club is the best way to see what is going on, help out a local team, or volunteer at the event.

Volunteering is the best way to get a feel for how a rally works and to get to see the rally up close.

Getting started in competition is as easy as entering an event.

NAVIGATIONAL RALLIES, also known as TSD or Time Speed Distance Rallies, are navigational challenges where teams are given routes to follow and average speeds to maintain. While the speeds are below the posted limit the roads used are usually still a challenge for both the driver and navigator. TSDs are often a gateway to rallying but the top level competition can be really intense. First aid kits, emergency triangles and fire extinguishers are normally all that are required. Serious competitors will consider skid-plates, driving lights, rally computers (specific TSD computers are available), map lights and specialized tires.

RALLY CROSS events are excellent events to get comfortable driving a car at its limit on loose surfaces. Typically held on open and flat areas, the speeds

are slow, compared to stage roads, and normally safe. Car preparation is normally limited to removing loose items and making sure the car is mechanically sound. Again, at the top level competition can get serious and preparation will include lightening the car, improved suspension, specialized tires and race seats. Safety equipment is limited to a helmet meeting CARS standards for RallyCross.

RALLY SPRINT events are a stepping stone to performance rallies. Car safety and preparation rules match those of performance rally. Some driver equipment requirements are relaxed but CARS does recommend using all of the performance rally safety equipment if possible. Ralliesprint events are made up of stages less than 3km in length with an average speed slower than 80km/h. Only one car can be on a stage at a time.

REGIONAL RALLY events are the first level of performance rally events that require specific licensing and full safety equipment as listed in the National Rally Regulations. Regional events and championships are normally strongly contested and offer tight



Jason Nugent Photo

competition. The level of equipment is generally more modest than is found at the highest level in the National Championship but the cars are fully prepared performance rally cars. Total stage distance is less than you'll find at a national and regional organisers tend to stay away from long stages.

There are three regional championships in Canada, the Championnat de Rallye du Québec, the Ontario Performance Rally Championship and the Western Canada Rally

Championship.

NATIONAL RALLY events require an enhanced competition license and bring the best in the country together to compete on the stages. Stage distances are longer and schedules can be less 'friendly' and more time consuming than regional events.

Find a Rally Club

Go to www.carsrally.ca
click Click Regions & Clubs.



Left to right: Leanne Junnila (WIMC Chair), Silvia Bellot (Carlin Deputy Team Manager), Girl Guides and Leaders, IndyCar Driver Charlie Kimball, Lorna Wright (WIMC Executive Member)
photo credit: Girl Guides of Canada

Follow the Canadian Rally Championship Online

Weekly highlights and "Inside the CRC" feature videos at
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