



# GO RALLYING !

## Getting Started in Stage Rally!

**First:** Attend local events: both navigational and performance. All events need volunteers and this is a good way to learn how rallies work. Entering navigational rallies can give you an idea of driving on gravel, reading route books and working with a driver and navigator in the car.

**Second:** Get a CARS rulebook from your Region Rally Director (\$15.00). Read and know how to use it. It has the information you need to prepare a car, prepare a driver, and even organize an event.

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**Third:** Choose a car and start preparing it to the rules. (or buy a rally prepared car. This is often the best choice for newcomers.)

## Car Classes:

In Canada, vehicles are divided into several classes. Determine which class your car fits into and decide what level of participation you want. (i.e. How much money do you want to spend.) READ the rulebook for complete regulations as this is only a summary.

**Open:** Vehicles which are extensively modified far beyond what is permitted in the Production Classes.

**Group 2:** Two wheel drive, normally aspirated models sold in Canada or the USA. Engine is unrestricted but must be from the same manufacturer. Adjusted displacement no greater than 2400 cc using the multipliers.

**Production:** Vehicles available through normal marketing channels in Canada and/or the US with limited modifications to make them more suitable for competition with respect to safety and reliability.

- P1: adjusted displacement of less than 1400cc.
- P2: adjusted displacement of 1400 to 1600 cc.
- P3: adjusted displacement of 1600 to 2000 cc.
- P4: adjusted displacement greater than 2000 cc

**Group N:** Series production touring cars which comply with the FIA regulations for Group N, and which carry homologation papers issued by the FIA.

**The Western Canada Rally Championship includes two more classes.**

**Group 5:** Two wheel drive models sold in Canada or the USA. Engine is unrestricted but must be based on an engine block by manufacturer either as production or high performance replacement. Adjusted displacement no greater than 5100 cc. Turbo charged engines allowed.

**Group D:** A vintage class for cars more than 20 years old. Preparation rules are essentially the same as Group 2; 2400 cc maximum, two wheel drive, normally aspirated models sold in Canada or the USA.

## Driver / Co-Driver / Team Requirements

Helmets - 2000-SA (+other standards)  
Fire Retardant Driving Suits SFI -1 or SFI-5

A License Application Form is available on the CARS website, the Rally West website, the CARS office or Region Rally Director. Fill it out completely and send with the fee and following documents to the CARS office at least 30 days before the event.

## Regional Level License requirements:

- completed application form
- waiver signed and witnessed
- the licence fee
- completed medical form
- photocopy of :
  - your CARS affiliated club membership
  - both sides of your provincial drivers licence
  - your emergency first aid course certificate

To qualify for a national license, a competitor must have successfully competed in 2 regional rallies. A Performance Rally School may count for one of the regional rallies.



2005 Western Canada Rally Championship		
March 5-6	Rally School	Calgary, AB
March 12-13	Cochrane Rally	Cochrane, AB
May 27-28	Rocky Mountain Rally	Calgary, AB
June 18-19	Mountain Trials	Merritt, BC
Sep 17-18	Bighorn Rally	Edson, AB
Oct 15-16	Pacific Forest Rally	Merritt, BC
Nov 5-6	Kananaskis Rally	Cochrane, AB

Rally West TSD Rally Schedule		
Feb 19-20	Thunderbird Rally	Merritt, BC
April 17	Mudlark Rally	Calgary
June 26	Northern Loon	Edmonton, AB
July 23 or 24	Trail of the GNU	Rocky Mtn House, AB
Aug 13 or 14	Hunting of the Snark	Calgary, AB
Sept 10 or 11	Loop Rally	Calgary, AB
Oct 9 or 10	Sports Car Olympics	Regina, SK

See [www.rallywest.com](http://www.rallywest.com) to confirm dates, locations and event details.

## What Type of Car Should I Buy or Build?

Rally classes are divided into two major groups: MODIFIED CAR CLASSES and PRODUCTION CAR CLASSES.

### You can also divide drivers into two types of competitors;

1- Maybe you are the type that likes to drive a rally car but does not really like spending a lot of time in the garage working on that car. You really enjoy jumping into the driver's seat, but when maintenance work is required, it better be simple or the kind of work any garage or dealership can handle. Your car should not require getting a second mortgage on your house to fix it. If this is you, then you are the type of competitor suited to PRODUCTION CLASS.

2- If you are the type of person who enjoys spending time working on the rally car just as much as driving it in a rally; if you enjoy modifying components and trying to find ways to make your car go faster with new technology or your own ingenuity, even if the cost of running such car is higher, then the Open Class, Group 2, Group 5 or even Group N is the car class you should consider.

## BASIC COSTS OF RALLY PREPARATION

The figures below are a general estimate based on current prices so you can compare the average cost of building a car versus buying a used rally car. It may be a better deal to buy it than to build your own. Don't kid yourself; there are always hidden costs when building a rally car and a used rally car is usually sold for less than what it cost to build it.

The table does not include costs of improving the cars performance such as stronger suspension, engine modifications, tires and wheels. Event expenses include entry fees from \$400.00 to over \$700.00 plus fuel, accommodations and meals.



## VOLUNTEERS ALWAYS NEEDED!

Volunteering is often the best way to get started in rallying. In Championship events volunteers see the action and can meet the drivers, codrivers and service crews.



There are many positions available and most do not require any special knowledge. There are pre-event training sessions.

Every rally worker is a volunteer ... the event organizers, service park marshals, registration officials, safety marshals, the route director, technical inspectors, amateur radio operators, time control marshals.

Volunteers also join the drivers for a Volunteer Recognition and Awards Dinner after the event. Sometimes there are rally souvenirs such as caps, T-shirts, posters, decals, paper cases or key chains for the volunteers.

Club Membership	(CSCC, NASCC, ERC, QCMA, WSCC)	\$50.00 to \$95.00
CARS Licence	Regional \$139.10	National \$181.90
	<b>Economy</b>	<b>Professional</b>
Helmets	\$250.00	\$695.00
Driving Suit	\$250.00	\$795.00
Seat Belts	\$295.00	\$395.00
Racing Seats	\$400.00	\$795.00
Roll Cage	\$2000.00	\$4500.00
Rally Odometer	\$575.00	\$900.00
Skid Plate	\$200.00	\$500.00
Intercom	\$275.00	\$395.00
Other Safety Equip.	\$250.00	\$500.00
Rally Lights	\$150.00 ea	\$275.00 ea

Prices are from [www.rallysport.ca](http://www.rallysport.ca) Calgary and are estimates.

## TSD Regularity Navigational Rallying

Rallying is an autosport that puts a driver and co-driver in competition against the road, and the clock. Separated on the road by a minute, competitors rarely cross paths in competitive sections, but are each scored on their ability to successfully complete the route and its challenges.

The goal of TSD rally is to drive a prescribed route on a public road at a predetermined average speed. All traffic laws must be obeyed and speeding is penalized. Hidden checkpoints record your arrival times and penalties are assessed for each second early or late. TSD (Time Speed Distance) is a real challenge for the navigator and usually the roads provide driving challenges as well. People enter TSD rallies with their usual drive-to-work cars, with no modifications.

TSD events in Alberta and BC are run using the regularity format which mirrors the format of a stage rally by having scored sections linked by unscored transit sections. Many TSDs are run as over night events adding the element of darkness and long days into the mix.

Volunteers are always welcome at TSD rallies. All that is needed is an accurate digital watch, a vehicle to drive to the checkpoints and enthusiasm for a day in the country.

### For further information on Rallying in Canada

Rallywest Motorsports Association	<a href="http://www.rallywest.com">www.rallywest.com</a>
Rally BC	<a href="http://www.rallybc.com">www.rallybc.com</a>
Canadian Association of Rallysport	<a href="http://www.carsrally.ca">www.carsrally.ca</a>
Calgary Sports Car Club	<a href="http://www.csc.ab.ca">www.csc.ab.ca</a>
Northern Alberta Sports Car Club	<a href="http://www.nascc.ab.ca">www.nascc.ab.ca</a>
Edmonton Rally Club	<a href="http://www.edmontonrallyclub.ca">www.edmontonrallyclub.ca</a>
Queen City Motorsports Assoc.	<a href="http://www.qcma.org">www.qcma.org</a>
Winnipeg Sports Car Club	<a href="http://www.wsc.mb.ca">www.wsc.mb.ca</a>
Special Stage - Message Forum	<a href="http://www.specialstage.com">www.specialstage.com</a>
Vertigo Sport - Rally School	<a href="http://www.vertigosport.com">www.vertigosport.com</a>
Rallysport.ca - Safety Equip & Parts	<a href="http://www.rallysport.ca">www.rallysport.ca</a>