

The Exhaust



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Rencontres / Meetings

Quatrième mardi du mois, sauf juillet + décembre
Fourth Tuesday of the month, except July + December
19h30 / 7:30 PM @ Restaurant Barbie's
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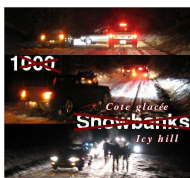
Jeffrey Dungen, Yves Michaud, Paulo Nunes (chair), Carl Schenk et/and David Wood

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La cote glacée du rallye 1000 Snowbanks (en boucle en plus !)
The icy hill from the 1000 Snowbanks rally (on a loop even!)



Editorial License

par / by Jeff Dungen



(Traduction par Jeff – désolé pour les fautes !)

Bonne année à ceux que je n'ai pas encore vu. 2007 commence bien. Plus qu'une dizaine d'étudiants on participé à notre mini école de rallye et se sont préparés pour les rallyes drivex d'hiver. Le rallye 1000 bancs de neige de Carl et Ian a attiré une vingtaine d'équipes malgré l'absence de neige, et plutôt de bancs de neige. Le Criterium des neiges Nokian de CASLL a attiré une trentaine d'équipes, mais ils n'ont pas tous endurées la nuit (voir ma discussion dans une autre section). Et le 17 février c'est le Rallye des neiges, organisé par Dustin et moi.

Je suis très excité pour ce dernier, ayant appris que c'était le premier rallye au Canada ! En 1938, le Rallye des neiges a débuté, effectivement introduisant aux canadiens notre sport magnifique. En mangeant des ailes de poulet a Barbie's, j'ai appris de Robin Edwardes qu'il y avait des rallyes de navigation ultra-hardcore comme le Shell 4000 – ici au Canada ! J'ai aussi découvert que les rallyes de performance ne datent que des années 70. Peut-être ceci était évident pour vous autres, mais comme enfant des années 80, je ne le savais pas du tout.

Happy belated New Year to those I haven't seen yet! 2007 is off to a great start. More than a dozen students participated in our mini rally school, geared to prepare less experienced competitors for the winter drivex rallies. And Carl and Ian's 1000 Snowbanks rally drew out twenty teams despite the lack of snow, and more importantly, snowbanks! CASLL's Criterium des Neiges Nokian drew over 30 cars, although far

Étant donné que la plupart de nos membres actifs n'ont débuté que dans les années 80, 90 ou même les 00 (je ne sais pas comment ce dernier), je pense qu'on a tous de l'histoire à apprendre. Je pensais que notre sport a toujours été une entrée vers les rallyes de performance. Mais ce n'est pas du tout ça. Alors j'aimerais ajouter un 'ti peu d'histoire à chaque Exhaust. On va tous apprendre de quoi. Alors c'est qui qui veut contribuer leurs anecdotes et résumer le passé ?

En revenant au sujet de Rallye des neiges, la version 2007 ne sera pas deux nuits consecutives de 400 miles comme il était dans le temps. Par contre il sera un drivex intense de 275km. Les routes sont incroyables recouvertes de neige. On espère que l'effet de serre et El Nino ne changeront pas les conditions courantes. En plus, j'ai ajouté une pause mi-chemin comme dans le rallye 1000 bancs de neiges parce-que je le trouvais génial comme idée (et ça facilite le déplacement de contrôles). J'espère vous voir le 17 février. Peut-être qu'on reverra les contrôles automatiques de Purelink Technology.

N'hésitez pas à contribuer vous aussi :

exhaust-1@smccrally.com

fewer lasted the night (see my blurb in another section). And coming up on Feb 17th is Rallye des Neiges, organised by my partner in crime, Dustin, and myself.

I'm more excited than ever about RdN after learning from Robin Edwardes that it was the first rally run in Canada, all the way back in 1938. This interesting fact was pointed out at the CARS annual banquet celebrating that association's

fiftieth anniversary. I also learned about incredible rallies in Canada such as the Shell 4000. And finally, I discovered that closed-course performance rallies only date back to the seventies. Perhaps this is old news to many of you, but having only been conceived in the last month of the seventies, I was not at all aware of this!

Given that the present group of nav rally regulars for the most part didn't enter the sport until the eighties, ninties or even the zeroes (how do you say that last one?), perhaps some history is in order. I was under the impression that our sport had always been a stepping stone to performance rallying. This is not at all the case. So I'm hoping to inject a little bit of history into The Exhaust. Good memories for the club members that lived it, and an eye-opener for the younger generations that

started rallying in a different era. That said, would anyone like to contribute their stories???

Back to Rallye des Neiges. The 2007 version will not be two consecutive four-hundred-mile nights, as it was many decades ago (no WRXes back then!), but instead a challenging evening drivex. The roads are an absolute blast covered in snow, so let's hope that global warming/El Nino doesn't kick back in again too soon. And I've included a half-hour half-way restaurant stop à la 1000 Snowbanks because I really like the idea (and it makes moving controls SO much easier). Hope to see you there – I'm trying to get my company to supply their RF timing system prototype again to keep it interesting.

Don't be shy to contribute too:

exhaust-1@smccrally.com

Calendrier février – mars / February – March Calendar

Dim / Sun		Lun / Mon		Mar / Tue		Mer / Wed		Jeu / Thu		Ven / Fri		Sam / Sat	
4		5		6		7		8		9	WRC Sweden	10	WRC Sweden
11	WRC Sweden	12		13		14		15		16	WRC Norway	17	SMCC Rallye des Neiges
18	WRC Norway	19		20		21		22		23		24	CdQ Rallye de Falardeau
25		26		27	Social @ Barbies	28	MCO Winter Rally	1	(Mars / March)	2		3	SMCC Early Thaw



President's Message du président

par / by Paulo Nunes

Désolé. Pas de Message du président pour janvier.

Sorry. No President's Message for January.

1KSB 007

A Tale Of 1,001 Ice Patches

By Dan Boloten (Sweep vehicle driver extraordinaire)

This whole sordid affair was born out of my desire to organize a winter rally with Adam Miller, which was postponed due to last-minute disorganization on our part (I tried to single-handedly map the route while my "partner" was busy driving a supercharged Miata from L.A. to Montreal). As a way to increase our involvement in the club, and maybe even pick up a few pointers for our rally, I humbly volunteered myself and Adam to pre-run the rally a week before.

After leaving Hawkesbury, we motored North in search of Avoca road, which led us to ponder why the French chose the same word for both 'avocado' and 'lawyer' – a matter which quickly became trivial as we missed the turn. Okay, it was dark out and pouring rain, but in our defence, there was no street sign! We were also somewhat distracted by the old man driving a garden tractor with a trailer along the shoulder of the oncoming lane, just narrowly missing the cars passing him at well over 90 km/h! Once we did turn around, and get our bearings, we decided to stop at the corner store for directions, where we noticed that the old man in the garden tractor had somehow managed to beat us there (?). I joked to Adam that he was probably returning his empty bottles, and marched up the steps to the store, only to find that the driver of the tractor was actually a boy, no older than fourteen, who was hauling in case after case of empty beer bottles (!) That was about the time that things became interesting...

Several hours later, after breaking numerous suspension parts on the Volvo, we realized that we could go no further, and abandoned the route in search of smooth pavement. Oh, that and the fact that Carl had chosen a section of rural road that had clearly not been plowed, graded or inspected in quite some

time. Essentially, it was comprised of a winding two-track with blind turns bracketing a steep uphill section, covered in just enough snow and ice to hide the soft mud underneath; the perfect terrain if you're driving a John Deere. Ian would later promise me that, as course opener, Carl would "drive through with his WRX to make some ruts". Famous last words, eh...

After some suspension work, the Volvo was ready for action, and we dutifully headed back to finish what we'd started, not realizing for a minute the effects of acute sleep deprivation mixed with anxiety. As the hours rolled by, and the empty Red Bull cans rolled around the floor of the car, the hallucinations started creeping in. The snow came and went; each corner we turned led to a different climactic zone. Bunny rabbits attacked the car from nowhere, and we spotted a strange luminescent troll on our way through a village. I can't say whether those deer were real, but Lunden road was a wild ride to say the least!

Saturday night arrived, and the fearless rallyists gathered at Carole's in Hawkesbury for the driver's meeting, as Adam teamed up to rally with his trusty navigator Erik Schuddeboom, and I enlisted Driftmania veteran Vincent St-Pierre to navigate for me in the sweep vehicle. Erik is a veteran navigator and GPS master, although this would be Vince's first nav rally. We checked the driving lights, tested the 4X4, and prepared to head out when Paulo phoned to tell me that he had forgotten to bring a checkboard, and could I reach Carl... Conveniently, a good portion of the rally was out of cell phone range, and I quickly lost both Carl and Paulo. Like a noisy connecting rod, a checkpoint without a checkboard may seem alarming at first, but these things just kind of work themselves out if you let them be.

We drove up Avocado road, keeping an eye out for any stray lawyers, and within minutes we reached the so-called impassable road (Carl would “drive through with his WRX to make some ruts”) and a traffic jam worthy of Decarie at rush hour. We quickly reached a rear-drive AE86 Corolla stuck sideways halfway up the hill, blocking the rest of the pack. Out came the tow strap and the fun began! First the Corolla, then a red Golf, and finally a black 240SX got yanked up the hill. Turns out this section was a loop, and everybody made it up the first time – the second time, only the AWD contingent could swing it.

Not even two minutes up the road, we came face-to-face with a set of headlights – apparently the 240SX had spun, and needed little more than a good push to get going the right way again. Not long after we came upon a checker who had gotten lost and missed his checkpoint. We did our best to help point him the right way, and wished him luck.

We had begun to appreciate the icy nature of the roads, when we spotted an orange triangle ahead, but could not see any car. Once we pulled over, we quickly realized that the silver Nissan Sentra had gone straight when it should have been turning and glanced off some trees, falling twenty feet straight down into a ravine alongside the road. A few minutes of work with the tow strap had the car back on solid ground again, although it needed some emergency fixin’. The Sentra had suffered a broken rear brake line and both rocker panels had developed large cracks, which explained the loud popping noises we heard while yanking the car out of the ditch (sorry!). I quickly pinched off the brake line with some cutters, and Vince advised them to stay in first gear and “don’t get brave and try to use second!”.

Less than five minutes after leaving the Sentra, we spotted a blue Civic face-down in a ditch; this would be an easy one we thought. As

we positioned the truck to pull the car out, we heard the Sentra come down the road (!) and just managed to get out of the way as they sailed down the hill past us. As they passed, they yelled something like “We have no rakes!!!”, which made no sense, because who needs a rake in January anyway!

The next few hours mainly consisted of us tailing the blue Civic in a hopeless attempt to recover all the lost time. The only checkpoint we managed to reach was the friendly and very patient Greg, who promised to send word that we were still alive or something. The first time on Ludson road, we gave the blue Civic a two-minute head start, and caught them in no time. The second time around, I decided to give them a head start *and* run in two-wheel-drive; this would have worked well had it not been for one icy corner where the road said TL and the truck said SA, and we got to test my new crash bumper! Let’s just say that a 45 km/h ditch impact resulted in little more than a bent bumper corner, so the bumper worked, although we were left with one driving light pointed straight ahead, and another one pointed at the sky. We couldn’t reach Batman on it, so finished the rally while keeping an eye out for enemy bombers...

We managed to reach Carole’s in Lachute just minutes after everybody had left and the kitchen closed, so we wished the couple in the Honda good luck and headed back to the city, tired, wet and over triple the legal limit on Red Bull. All in all, it was my busiest night as a sweep car; to the point where I had to sweep myself too! I left with an appreciation of how much work is involved in planning a rally, plus a battle-scarred bumper, and an I.O.U. for a poutine from Carl ;)

Thanks, by the way, to all the drivers who patiently waited while we cleared the road up that icy hill!

STATS

Organisateurs / Organisers :	Ian Pavelko, Carl Schenk	Pointeur / Scoring :	Yves Michaud, J.P. Benoit
Ouverture / Opening :	Carl Schenk	Fermeture / Sweep :	Dan Boloten
Contrôles / Checkers :	Don Kilbourne, Paulo Nunes, Greg Okopski, Jason Rodrigues, Nigel Heron, Alex Reed Workman, Ivan Schebl		
Distance :	269.4 km	Durée / Time :	4 hrs 43 min @ 56.7 km/h
Depart / Start :	Rest. Carole, Hawkesbury, ON	Fin / Finish :	Restaurant Carole, Lachute, QC

Critérium des Neiges Nokian 2007

Voici un bref résumé du rallye Critérium des Neiges Nokian de CASLL. Puisque le résumé de 1KSB par Dan ne se traduit pas facilement, j'écrirai exclusivement en français pour balancer les affaires. ;-)

Le 27 et 28 janvier, une trentaine d'équipes se sont jetés dans les bois des Laurentides pour la deuxième édition du rallye Critérium des Neiges, commandité cette année par les pneus Nokian. SMCC était représenté par Mathieu Locas, le duo père-fils de Mario et Olivier Collin et moi même (je roulais avec Fred Weidner de Toronto).

Dans le but de simplifier le chronométrage, les organisateurs ont fixé les vitesses moyennes à 60 km/h partout (1 min = 1 km). Dans les villages, une pause d'une ou deux minutes était ajouté pour que les compétiteurs pouvaient respecter les limites de vitesse. Mais même sur les autoroutes les instructions précisaient de rouler à 60 km/h (il y avait peu de temps écoulés). Ceci a nécessité des ajustements de la part des co-pilotes, mais ceux sans ordinateurs de rallye se contentaient certainement vers 3, 4 et 5h du matin...

De notre part, le rallye a commencé bizarrement. Après une dizaine de kilomètres on se retrouvait sur la même minute que l'équipe expérimentée d'Eric et Martin de MCO (ils ont gagné 1KSB). Puis on rencontrait souvent des autres équipes moins expérimentées. En plus, après des contrôles on se retrouvait encore sur la même minute que d'autres équipes.

À la première pause, on s'est rendu compte que plusieurs équipes n'ont pas remarqué les pauses prescrites sur une feuille de timing séparée, et ont pris des pénalités de plusieurs minutes dès le début. Plusieurs équipes novices ne roulaient pas fiablement à 60 km/h. Mais le pire était que des contrôles laissaient plus qu'une voiture partir par minute.

Malheureusement, ce dernier phénomène continuait pendant plusieurs heures. Plusieurs fois on était sur la même minute que les Trauttmansdorf de MCO – ce qui n'est pas du tout sécuritaire, en plus quand la voiture en avant jete de la neige poudreuse à l'air ! La seule avantage était le fait que quand eux-autres étaient pris dans un banc de neige, on était juste derrière pour pouvoir les sortir rapidement...

Après une longue attente à la fin (heureusement il y avait du café et des beignes) les gagnants ont été annoncés. Même après leur rencontre avec le banc de neige, les Trauttmansdorf ont pris 3^e. Les Collin ont pris 2^e (impressionnant étant donné qu'Olivier a été malade à plusieurs reprises). Et c'était Fred et moi qui ont gagné (j'étais surpris !).

En gros, la nuit a bien été pour les équipes qui s'attendaient simplement à de la conduite excitante. Ceux qui attendaient un rallye de calibre de Lanark ou OWR ont été déçu, par contre. Mais si CASLL arrivent à produire un Critérium amélioré en 2008, j'y serai.

- Jeff Dungen

RÉSULTATS / RESULTS

1000 Snowbanks 2007:

Points de contrôle enlevés non-présentés / Removed controls not shown

EXPERT

Car #	Participants	A1	6	7	8	9	B1	2	3	4	5	6	8	9	10	Σ
5	Eric Janveaux / Martin Gubert	0	2e	1e	0	1e	0	1e	0	0	1e	0	0	0	0	6
7	Mathieu Locas / Jonathan Bilodeau	1	4e	0	0	0	0	0	1e	1	0	1	0	0	0	8
1	Dustin Lesniak / Jeff Dungen	2	2e	1e	0	1e	0	0	0	1	0	1	0	0	1	9
6	Philippe Dubé / Daniel Dubé	1e	2e	0	1e	0	0	1	0	1	2e	1	1e	0	1e	11
21	Brady Moffat / Geraint Lloyd	6	1e	0	1	0	1	0	1e	1	0	1	0	1e	0	13
21	Matt Waters / Mathieu Poirier	6	1e	0	1	0	2e	1	0	1	2	3	3	0	0	19
3	Henrique Rocha / Martin Forand	1	3e	5e	0	3e	1e	2	0	1	1e	1	1e	1e	1e	21
22	Adam Miller / Erik Shuddeboom	3	7e	3e	0	4e	3e	0	0	4	2e	1	2e	2e	0	31

DNF : 2 - Fred Lord / Hytham Mokhtov

NOVICE

Car #	Participants	A1	6	7	8	9	B1	2	3	4	5	6	8	9	10	Σ
8	Mario Collin / Olivier Collin	2	1e	0	0	0	1	1e	0	1	2	0	0	0	0	8
12	Maxime R-L / Jérôme Millette	1	2e	0	0	0	1	1e	1	1	0	0	1e	0	0	8
11	Chad Kennedy / Bruce Skutnick	1e	3e	1	0	0	2e	0	2e	0	0	1	1e	0	1e	12
10	Jean-Louis Weil / Éric Champagne	0	1e	2e	0	1	2e	1	0	1	0	1	3	2e	1e	15
13	Mathieu Brazeau / Patrick Yelle	2	2e	0	2	1e	2e	0	0	1	1e	1	1e	1e	1	15
9	Tim Burrell / Joseph Paul	1	2e	1e	0	1e	2e	0	1e	9	1e	1	0	0	1e	20
15	Patrick Thivierge / Bruno Villeneuve	1	6e	2e	1e	4e	3e	6	0	0	1e	0	2e	2e	1e	29
18	Greg Prokopenko / Laura Yakubosky	29	ML	ML	m	5	m	m	m	m	m	m	m	m	m	394
20	Che Hsin Wang / Anthony Stappas	ML	m	ML	m	m	14	16	ML	m	m	m	m	m	6	396

DNF : 14 – Marc-André Dufresnes / Patricio Ponce, 16 – Rémy Écroulant / Dany Anthony Sabatino

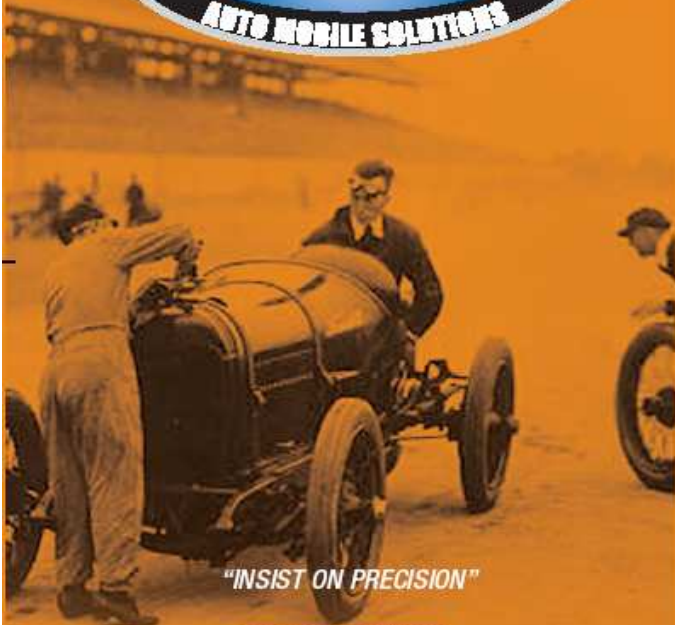
17 – Jean-Sébastien Rozon / Dave Favreau, 19 – Jean-Marc Lord / Érina Kraciunescu

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FUN STUFF



En roulant sur les routes de RdN, il y avait un chien en plein milieu de la rue. J'arrête et je baisse la fenêtre et voilà le résultat ! Je suis pas mal certain qu'il est un(e) frère/soeur de mon chien, qu'on a cherché de l'SPCA pas loin de là.

So I'm driving along scouting roads for RdN, and there's a dog in the road. I stop and roll down the window and it pops its head right in the car! I swear that this dog is related to mine (who we picked up at a shelter not so far away). Watch out for animals on RdN!!!

Photo par / by Ariane Charlebois

Est-ce un autocollant rouge sur ce chevreuil ? Ben oui ! Il paraît que Père Noël habite sur Chemin Jackson dans les cantons de l'est plutôt qu'au pôle nord. Faites attention à Rudolph et ses amis le long du chemin de RdN !

Rudolph the red nosed reindeer, had a very shiny nose, and if you ever saw it, you'd be on Chemin Jackson in the Eastern Townships. Look out for this guy on RdN – maybe there will be a prize for the team that can tell me the section and distance to this sign...

Photo par / by Henry Dungen



C'est comme ça qu'on représente SMCC au Critérium des Neiges. Avec deux logos plutôt qu'un seul ! Quand vous voyez Mathieu Locas et son Sunfire orange dans vos retroviseurs, gardez la droite : ce gars attaque pour le championnat 2007 !

That's the spirit! Mathieu Locas takes representing SMCC to the next level at Critérium des Neiges with not one, but two SMCC logos. Watch out for the orange Sunfire in your mirrors this season – Mathieu is on the move!

Photo par / by Jeff





February 17 février

By / Par : Jeff Dungen + Dustin Lesniak

Départ + Fin : Tim Horton's, Bromont, QC (Autoroute 10 Exit / Sortie 78)

Pause : Restaurant Flaveurs, Autoroute 243, Mansonville, QC.

Horaire / Schedule : Enregistrement / Registration : 17h30
Réunion des pilotes / Driver's Meeting : 18h30
Voiture "0" / Car "0" : 19h00
Fin / Finish : +/- 0h30

Description : Rallye intense de soir dans les Cantons de l'Est
Intense evening rally in the Eastern Townships

Distance : 275 km (1 arrêt café + sandwich gratuit / 1 stop with free coffee + sandwich)

Status : 2^{ème} événement comptant pour le championnat SMCC 2007
2nd event leading towards the 2007 SMCC Club Championship.

Instructions : *DRIVEX* – Bilingue / Bilingual. Simple instructions simples.

Frais / Fees : 40\$ par voiture / per car (membres SMCC, CASLL, MCO, etc.)
50\$ par voiture / per car (non-membres)

Security(é): Triangle de secours requis. Safety triangle required.

Contact: Jeff Dungen *nerdboy@look.ca* 514-684-6919