



The Broken Spoke

(Digital)

December 2024



(Credit: Shawn Bishop, *Big White Rally*, 2024)

Hello and happy holidays!

If you were asked the question, “What one person do you see at track and road events all the time?” how would you answer? Everyone would say it’s Shawn Bishop. Rain, snow, blazing heat ... that guy gets out to everything, camera equipment in hand, ready to make fantastic visual additions to the race record.

We know Shawn these days for the expert photos he takes. Think about it - it’s not easy to capture objects flying by SUPER FAST. He’s an absolute whiz at making vehicles and drivers look their best and fastest, even when they’re covered in mud, dust, and snow.

But Shawn is also rally racing royalty, in case you didn’t know. He started in 1976 with Calgary Sports Car Club doing Time-Speed-Distance (TSD) car rallies and autoslalom events, and progressed to stage events, which included the Canadian Rally Championship from 1982 to 1991. In this career, he won the Production ‘B’ championship four times. From there, he continued as a volunteer and event organizer, moving to PR and photography. He received his first media credentials in 1977.



Shawn has always had an interest in photography, particularly as pertains to motorsports. In 1976, he photographed Grand Master rallysport driver, Taisto Heinonen, in a Renault at Blackfoot Motorcycle Park. He picked up speed from there, continuing to provide event photos for clubs, organizations, and customers of his business, Rallysport.ca. These days, he attends 20-25 events per year, taking hundreds of photos and posting them on social media for all to enjoy. We can all agree that if Shawn wasn’t doing this, very few of us would have photos of ourselves in our cars at speed. The fact that they’re all fantastic is even better. When viewing the photos that follow, see if your eyebrows don’t rise up at a few of them.

Rallysport.ca is the business Shawn operates to sell race equipment of all sorts for body and machine (see info on page 17). Who here has not contacted Shawn at one time or another with an

emergency request for a helmet, seat-belt harness, or fire-proof socks two days before an event. Shop local, folks! Shawn has pretty much everything we need or can order it in quickly.

And, finally, Shawn gets out to every single monthly club meeting and makes meaningful contributions; he's an ace volunteer. A wealth of information about club history, he recently assisted *Calgary Herald* motorsport journalist, Greg Williams, to put together a *Herald* article featuring CSCC's 70-year anniversary. You can see a transcript of this in the November 2024 issue of *The Broken Spoke*.

Please enjoy this feature issue focussing on a selection of photos which Shawn has chosen as his personal favourites. And next time you see him – *just look around ... you will* – thank him for being such an excellent human.

Find Shawn on social media: @shawn_calgary on Instagram and Shawn.Bishop on Facebook.



(Photo: Shawn Bishop)

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(Photo: Shawn Bishop)



(Photo: Shawn Bishop)



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(Photo: Shawn Bishop)



(Photo: Shawn Bishop)



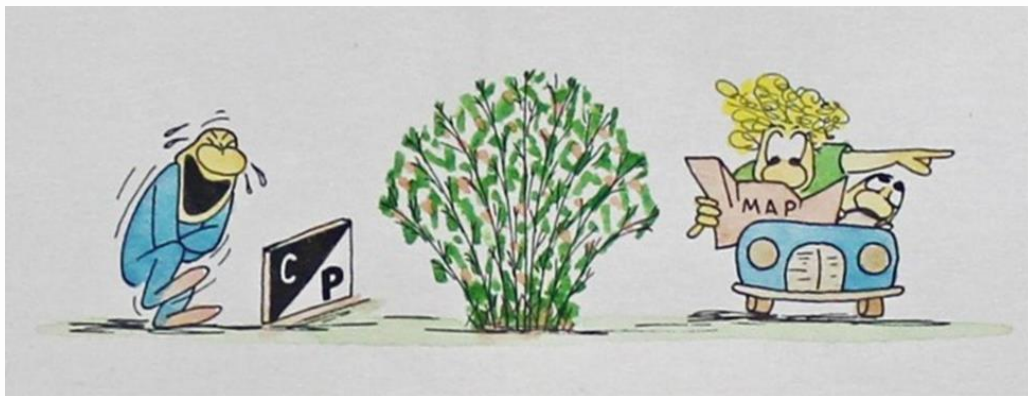
(Photo: Shawn Bishop)



(Photo: Shawn Bishop)

Shawn's tagline says it all: *Every Racer - Every Car - Every Track*

RESULTS: LOON SNARK TSD RALLY



(Drawing from the CSCC Scrap Book, c. 1960, now, after some research, believed to be done by Tony Swain)

On November 22-23, the Loon Snark TSD Rally was run in Rocky Mountain House. The weather was snowy, creating road conditions questionable enough that the organizers decided to go out late Friday night after the classroom session to see if all the stages were passable. Early the next morning, we learned that a few of them had to be pulled due to impassable conditions. When we got out on the roads available to us, we were able to run without undue challenges ... barring a number of us getting lost at various points! This caused some DNFs but a lot of fun

was had by everyone, and we're very grateful to Pete Chadwick and team for putting together a stellar event. Here are the final results:

Car Number	Class	Driver	Navigator	Vehicle	R-1	R-2	R-3	R-6	Total
5	Unlimited	Craig Mushens	BK Thompson	2007 VW Golf GTI	2.6	0	0.3	19.2	22.1
3	Unlimited	Penny Mellor	Peter Hill	2006 Honda CRV	6.7	1	0	31.9	39.6
4	Novice	Jesse Korpan	Jessica Weslake	2024 Subaru Outback Wilderness	49.9	2	4.7	32.2	88.8
1	Historic	Andy Tailleir	Doug Turner	1998 Subaru Forester	117.9	4	17.3	33.8	173
2	Novice	Fred Drury	Morgan Lewis	2022 Subaru WRX	55.1	2	5.2	68.2	DNF
6	Unlimited	Wes Beiko	Tristan Stables	1999 Toyota Corolla	1.6	2	0.4	17.3	DNF
8	Novice	Jamie Gray	David Gray	2016 Nissan Titan	56.3	7	1.1	52.2	DNF

RESULTS: BIG WHITE RALLY

Big White Winter Rally (Canadian Rally Championship and Western Canadian Rally Championship) was run on December 7 in BC. You can see the results, below, but if you'd like more information, that can be found at www.rallybc.ca/results/bigwhite/2024. Congratulations to everyone who participated and many thanks to the dozens of organizers, volunteers, and spectators who came out to make it fun, safe, and memorable.

Results for Big White National

Pos	Car	Driver	CoDriver	Vehicle	CPos	Class	Total Time	Gap to Leader	Novice
1	399	Ricardo Cordero	Marco Hernandez	Citroën C3-R5	1	O4WD	02:21:23.40	00:00:00.00	
2	42	Jason Bailey	Shayne Peterson	Ford Fiesta	2	O4WD	02:24:16.20	00:02:52.80	
3	457	Sam Albert	Krista Skucas	Subaru WRX STI	3	O4WD	02:26:02.10	00:04:38.70	
4	78	Dave Wallingford	Leanne Junnila	Ford Fiesta	4	O4WD	02:28:18.50	00:06:55.10	
5	15	Hardy Schmidtke	Stefan-Angel Trajkov	Mitsubishi Evolution	5	O4WD	02:30:09.00	00:08:45.60	
6	22	Eric Grochowski	Dan Bobyn	Subaru Impreza WRX	6	O4WD	02:39:50.40	00:18:26.100	
7	237	Nick Wood	Jennifer Daly	Datsun 1200	1	O2WD	02:42:13.40	00:20:49.100	
8	935	Geoff Sandvoss	KJ Miller	Subaru Impreza	1	P4WD	02:43:18.10	00:21:54.70	Yes
9	210	Henry Tabor	Ethan Curtis	Ford Fiesta ST	1	P2WD	02:44:46.40	00:23:22.100	
10	55	Johnny Summers	Martin Matas	Subaru WRX	7	O4WD	02:45:44.80	00:24:21.40	
11	298	Carlos Garcia	Jorge Gomez	Škoda Fabia R5	8	O4WD	02:46:59.00	00:25:35.60	
12	46	Bryan Mccarthy	Chuck Bolger	Volkswagen Gti	2	O2WD	02:47:20.30	00:25:56.90	Yes
13	25	Rose Oakhill	Sarah Temporale	Subaru STI	2	P4WD	02:50:44.80	00:29:21.40	Yes
14	96	Garth Ankeny	Rebecca Ruston	SAAB 96	2	P2WD	02:56:13.40	00:34:49.100	
15	282	Peter Frank	Lee Perkull	Subaru Impreza	9	O4WD	03:12:58.80	00:51:35.40	Yes
16	209	Madelyn Tabor	Mitchell Meadows	Subaru Impreza 2.5RS	3	P4WD	03:15:48.80	00:54:25.40	
17	232	Mark Tabor	Kathryn Hansen	Ford Fiesta ST	3	P2WD	03:30:59.80	01:09:36.40	
18	472	Jeff Castro	Ann Hanson	Toyota Corolla		P2WD	Retired	N/A	

The totals in this report include Assigned Penalties and Road Penalties

RESULTS AND COMMENTARY: DIRT CUP 2024

Dirt Cup 2024, jointly presented by the Calgary Sports Car Club and RallyWest, and organized by Johnny Summers, RallyX Director, and David Gray, AutoX/Ice Dice Director, is now done and dusted. And when I say dusted,



(Photo: Shawn Bishop, Dirt Cup #4)

what I mean is, over the four events in November and December, we had bare gravel, then we had snowed-upon gravel, then we had chinook-melt-leaving-patches-of-ice gravel. But we always had dust and lots of it. Bottom line is that it was not a series for those wishing to keep a clean vehicle. Good thing we all like it a bit grubby.

Each of the events was almost maxed out for registrations, and with enough women competing, we were able to have a Ladies Division. Please enjoy this photo from Dirt Cup #2, which shows long-time CSCC Treasurer, Debbie Dyer, scooting around the cones in her 1975 Dodge Arrow rally car, emphasizing the fact that you can bring anything and run it as long as it's teched. See me in the background LOVING THIS?! Our ladies champion this year was Christine Chandler – congratulations!



(Photo: Shawn Bishop)

Kathryn Livesey was our top cone killer of the day with 6, followed by Brady and Quinton with 5 and 4, respectively. Organizer, David, says, “Often our top drivers are the top cone

killers. That's because they're learning the limits of their cars. This was certainly the case for Kathryn, who steadily improved her times and by her last run had improved by over 10 seconds over her early morning runs." Nice job, Kathryn! Let's just say the ladies represented.

Cone counts			
Rank	Car#	Driver	Cones
1	137	Kathryn L	6
2	144	Brady S	5
3	34	Quinton W	4
4	880	Alexander H	3
4	37	Mark L	3
4	555	Morgan R	3
4	777	Chuck R	3
4	911	Don M	3
5	80	Troy D	2
5	95	David G	2
6	15	Debbie D	1
6	13	Christopher V	1
6	72	Murray D	1
6	44	Jesse S	1
6	45	Kirk B	1
6	58	Ben W	1
6	160	Cole M	1
6	707	Walter S	1
6	717	Dave W	1
6	41	Dan C	1
6	90	Jamie G	1
6	787	Kevin S	1
6	912	Pedro S	1
6	4	Murray K	1
6	711	Nathan W	1
6	43	Scott C	1

Turning it over to David, for his commentary:

"We had 39 drivers registered for this event, some driving from several hours away to compete with us. Thank you to the volunteers who took a few hours out of their day to set up on Saturday. This course was designed by Johnny and was the first one to use the east side as a start. There were lots of opportunities to rotate the car on those five eyebrow turns in the middle of the course. Lots of people stuck around afterwards to help smooth out the gravel and collect all of the club's equipment. Thank you very much.

The ladies had a close battle with Christine in her '04 WRX edging out Jamie in her '12 STi for first and Kathryn in her '07 Legacy doing very well in only her 2nd event, finishing 3rd within 2 points of Jamie. We have to give Debbie an award for determination. She came out in her 2005 Nissan Frontier so that she would still be able to compete in RWD, after earlier running RWD in a 1979 Dodge Arrow that hadn't been used in many years and didn't want to start.

Congratulations to Kevin, who won RWD in his '85 Corolla, but was given a scare by Patrick in his Miata. Once again, Pat podiumed by handling his large and long '02 Lexus wagon. Anything 30 years old or older is an antique, so a couple of antiques topped the podium in RWD. It's true that they don't make 'em like they used to!

Rank	Car#	Class	Driver	Car	Raw Time	PAX #	PAX time	Score
T1	80	AWD	Alexander H	1993 Plymouth Laser	121.825	1.000	121.825	100.000
T2	880	AWD	Troy D	1993 Plymouth Laser	123.814	1.000	123.814	98.394
T3	787	AWD	Kevin S	Subaru gc8	124.081	1.000	124.081	98.182
T4	95	AWD	David G	2012 Subaru STI	126.113	1.000	126.113	96.600
T5	37	AWD	Mark L	2007 Subaru Legacy	126.282	1.000	126.282	96.471
6	34	AWD	Quinton W	2002 Subaru Impreza	126.299	1.000	126.299	96.458
7	555	AWD	Morgan R	1992 Subaru Legacy I	127.530	1.000	127.530	95.527
8	43	AWD	Scott C	2002 Subaru WRX	129.131	1.000	129.131	94.342
9	41	AWD	Dan C	2004 Subaru WRX	130.121	1.000	130.121	93.624
10	4	AWD	Murray K	2005 Subaru Impreza	131.980	1.000	131.980	92.306
11	144	AWD	Brady S	2004 Subaru Forester	135.011	1.000	135.011	90.233
12	911	AWD	Don M	2011 Subaru Impreza	135.506	1.000	135.506	89.904
13	47	AWD	Christine C	2004 Subaru WRX	138.819	1.000	138.819	87.758
14	90	AWD	Jamie G	2012 Subaru STI	142.012	1.000	142.012	85.785
15	137	AWD	Kathryn L	2007 Subaru Legacy	144.694	1.000	144.694	84.195
16	912	AWD	Pedro S	2004 Porsche Cayenne	147.065	1.000	147.065	82.838
FWD (Front Wheel Drive)								
Rank	Car#	Class	Driver	Car	Raw Time	PAX #	PAX time	Score
T1	160	FWD	Cole M	2009 Honda Civic Si	120.149	1.000	120.149	100.000
T2	172	FWD	Tyler D	2004 Dodge Neon	122.801	1.000	122.801	97.840
T3	16	FWD	Garrett D	1987 Volkswagen Golf	123.665	1.000	123.665	97.157
T4	777	FWD	Chuck R	2005 Acura TL	126.694	1.000	126.694	94.834
T5	717	FWD	Dave W	2005 Acura TL	127.460	1.000	127.460	94.264
6	58	FWD	Ben W	2006 Volkswagen Golf	129.295	1.000	129.295	92.926
7	711	FWD	Nathan W	2005 Acura TL	130.024	1.000	130.024	92.405
8	13	FWD	Christopher V	2015 Fiat 500 TURBO	130.463	1.000	130.463	92.094
9	666	FWD	Ryker M	2000 Volkswagen Jetta	131.713	1.000	131.713	91.220
10	44	FWD	Jesse S	2007 Chevrolet Cobalt	132.986	1.000	132.986	90.347
11	72	FWD	Murray D	2004 Dodge Neon	132.995	1.000	132.995	90.341
12	45	FWD	Kirk B	2007 Chevrolet Cobalt	134.349	1.000	134.349	89.431
13	120	FWD	Lochlan R	2007 Honda Accord	137.365	1.000	137.365	87.467
14	707	FWD	Walter S	1997 Pontiac Bonnyvi	137.932	1.000	137.932	87.107
15	771	FWD	Dominick S	2005 Acura TL	140.304	1.000	140.304	85.635
RWD (Rear Wheel Drive)								
Rank	Car#	Class	Driver	Car	Raw Time	PAX #	PAX time	Score
T1	59	RWD	Kevin L	1985 Toyota Corolla	123.535	1.000	123.535	100.000
T2	79	RWD	Patrick C	1994 Mazda Miata	126.230	1.000	126.230	97.865
3	6	RWD	Pat C	2002 Lexus IS300	130.308	1.000	130.308	94.802
4	14	RWD	Mike D	2005 Nissan Frontier	145.257	1.000	145.257	85.046
5	15	RWD	Debbie D	2005 Nissan Frontier	156.034	1.000	156.034	79.172

In FWD, Cole (1st) in the grey '09 Civic was given a run for his money by Tyler (2nd) in his '04 Neon and Garrett who continued the trend of podiuming in antique cars as he finished 3rd in his '87 Golf.

Continuing the antique theme in AWD, Alexander (1st) and Troy (2nd) topped the group in Matt's '93 Plymouth Laser followed by Kevin in 3rd in his GC8 STi. Not sure about the manufacture date for that GC8 Kevin, but they were built between 1992-2000, so another older car doing well.

Rank	Car#	Class	Driver	Car	Raw Time	PAX #	PAX time	Score
1	160	FWD	Cole M	2009 Honda Civic Si	120.149	1.000	120.149	100.000
2	880	AWD	Alexander H	1993 Plymouth Laser	121.825	1.000	121.825	98.624
3	172	FWD	Tyler D	2004 Dodge Neon	122.801	1.000	122.801	97.840
4	59	RWD	Kevin L	1985 Toyota Corolla	123.535	1.000	123.535	97.259
5	16	FWD	Garrett D	1987 Volkswagen Golf	123.665	1.000	123.665	97.157
6	80	AWD	Troy D	1993 Plymouth Laser	123.814	1.000	123.814	97.040
7	787	AWD	Kevin S	Subaru gc8	124.081	1.000	124.081	96.831
8	95	AWD	David G	2012 Subaru STI	126.113	1.000	126.113	95.271
9	79	RWD	Patrick C	1994 Mazda Miata	126.230	1.000	126.230	95.183
10	37	AWD	Mark L	2007 Subaru Legacy	126.282	1.000	126.282	95.143
11	34	AWD	Quinton W	2002 Subaru Impreza	126.299	1.000	126.299	95.131
12	777	FWD	Chuck R	2005 Acura TL	126.694	1.000	126.694	94.834
13	717	FWD	Dave W	2005 Acura TL	127.460	1.000	127.460	94.264
14	555	AWD	Morgan R	1992 Subaru Legacy I	127.530	1.000	127.530	94.212
15	43	AWD	Scott C	2002 Subaru WRX	129.131	1.000	129.131	93.044
16	58	FWD	Ben W	2006 Volkswagen Golf	129.295	1.000	129.295	92.926
17	711	FWD	Nathan W	2005 Acura TL	130.024	1.000	130.024	92.405
18	41	AWD	Dan C	2004 Subaru WRX	130.121	1.000	130.121	92.336
19	6	RWD	Pat C	2002 Lexus IS300	130.308	1.000	130.308	92.204
20	13	FWD	Christopher V	2015 Fiat 500 TURBO	130.463	1.000	130.463	92.094
21	666	FWD	Ryker M	2000 Volkswagen Jetta	131.713	1.000	131.713	91.220
22	4	AWD	Murray K	2005 Subaru Impreza	131.980	1.000	131.980	91.036
23	44	FWD	Jesse S	2007 Chevrolet Cobalt	132.986	1.000	132.986	90.347
24	72	FWD	Murray D	2004 Dodge Neon	132.995	1.000	132.995	90.341
25	45	FWD	Kirk B	2007 Chevrolet Cobalt	134.349	1.000	134.349	89.431
26	144	AWD	Brady S	2004 Subaru Forester	135.011	1.000	135.011	88.992
27	911	AWD	Don M	2011 Subaru Impreza	135.506	1.000	135.506	88.667
28	120	FWD	Lochlan R	2007 Honda Accord	137.365	1.000	137.365	87.467
29	707	FWD	Walter S	1997 Pontiac Bonnyvi	137.932	1.000	137.932	87.107
30	47	AWD	Christine C	2004 Subaru WRX	138.819	1.000	138.819	86.551
31	771	FWD	Dominick S	2005 Acura TL	140.304	1.000	140.304	85.635
32	90	AWD	Jamie G	2012 Subaru STI	142.012	1.000	142.012	84.605
33	137	AWD	Kathryn L	2007 Subaru Legacy	144.694	1.000	144.694	83.037
34	14	RWD	Mike D	2005 Nissan Frontier	145.257	1.000	145.257	82.715
35	912	AWD	Pedro S	2004 Porsche Cayenne	147.065	1.000	147.065	81.698
36	15	RWD	Debbie D	2005 Nissan Frontier	156.034	1.000	156.034	77.002

It looks like Johnny designed a very fair course because we have all 3 classes in the top 4. In first is Cole in his '09 FWD Civic. Just behind Cole is Alexander in the '93 AWD Plymouth Laser. Then we have another FWD with Tyler in his '04 Neon finishing 3rd, and Kevin in his RWD '85 Corolla finished 4th. Overall, 3 FWD, 5 AWD, and 2 RWD finished in the top 10. Good, fair course design, Johnny. I think we all had a lot of fun rotating our cars around the eyebrows, and the course used about as much of the available real estate as possible. Congratulations to all who competed. We all win when we're safe and have fun."

The overall championship results for the series (all four Dirt Cup events) will be posted soon, sent to competitors, and written up in the January *Broken Spoke*.

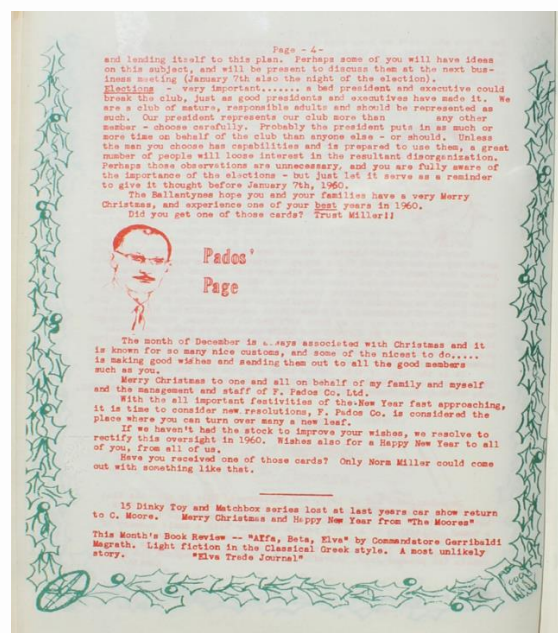
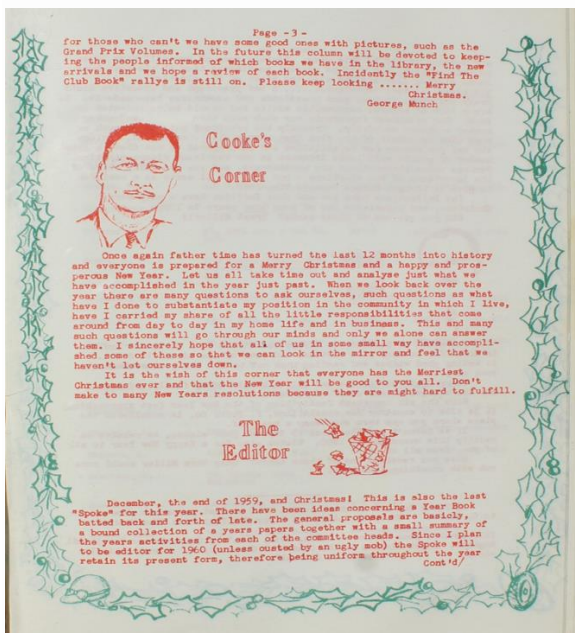
Congratulations to everyone who organized, drove, volunteered, and spectated. Thank you to David Gray and Johnny Summers who headed up the series and who will now be putting plans together for the ice equivalent, Ice Cup 2025, to be held on Lake McGregor (Milo, AB) if/when the ice cooperates for thickness in January/February. Safety first. Keep an eye on social media and check into motorsportreg.com to learn dates as they are set.

WHAT'S COMING UP!

This year may be quickly drawing to a close, having seen a lot of epic motorsport action, but let's not get too comfy because 2025 is going to be ramping up hard and fast. Not only do we have Ice Cup in the early months, the date for the Cochrane Rally has already been set for March 8-9. Put this in your calendar and make a plan to go support, spectate, volunteer ... or DRIVE. You'll find other events from all over the prairies listed on motorsportreg.com, so check them out there.

FROM THE ARCHIVES

Coming to you all the way from pages 3-4 of the December, 1959 issue of *The Broken Spoke*, is the editor's message. If you don't like trying to read a scanned image of a 65-year-old document (me, neither), see the transcript that follows. And, as always, if you want to check out every issue of *The Broken Spoke* (that we could locate a couple years ago!), they've been scanned and are available to view on the website of the Canadian Motorsport Historical Society (www.motorsporthisory.ca).



December, 1959

The Editor [J.S. Ballantyne]

December, the end of 1959, and Christmas! This is also the last "Spoke" for this year. There have been ideas concerning a Year Book batted back and forth of late. The general proposals are basically, a bound collection of a year's papers together with a small summary of the year's activities from each of the committee heads. Since I plan to be editor for 1960 (unless ousted by an ugly mob) the Spoke will retain its present form, therefore being uniform through the year, and lending itself to this plan. Perhaps some of you will have ideas on this subject, and will be present to discuss them at the next business meeting (January 7th also the night of the election). Elections – very important a bad president and executive could break the club, just as good presidents and executives have made it. We are a club of mature, responsible adults and should be represented as such. Our president represents our club more than any other member – choose carefully. Probably the president puts in as much or more time on behalf of the club than anyone else – or should. Unless the man you choose has capabilities and is prepared to use them, a great number of people will lose interest in the resultant disorganization. Perhaps those observations are unnecessary, and you are fully aware of the importance of the elections – but just let it serve as a reminder to give it thought before January 7th, 1960.

The Ballantynes hope you and your families have a very Merry Christmas, and experience one of your best years in 1960.

Did you get one of those cards? Trust Miller!!

FUN STUFF AT THE NEXT CLUB MEETING

Our next board meeting will be held on Thursday, January 2, 7pm at the clubhouse (4215 – 80 Avenue NE). We'll have the usual business discussion followed by the treat of viewing film taken at the 1978 Rocky Mountain Rally. These are provided courtesy of Barry Milaney. Come on out and enjoy all this with us!



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The end of this event-filled year is upon us. It is the hope of the executive board of the Calgary Sports Car Club that everyone will have a safe, restful, joyous time with family and friends. It's not too soon to have a look at fast-car events coming up, so keep your ears open for the various modes of information that will let you know of ice-racing of all sorts.

Get the studded tires on and GO.

Jamie

President, Calgary Sports Car Club

Fill-In/Part-Time Editor, *The Broken Spoke*

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(from the December, 1959 issue of *The Broken Spoke*)