

**Sign Up Now!**

**2019 1000 ISLANDS INTERNATIONAL RALLY 2019**

**Specially priced Christmas Packages!**

# 1000 Islands International Rally • Tour

**September 28, 2019  
250 MILES**

- Finisher's Banquet
- Accomodation Available

**Multiple Start Locations:**

- Ottawa
- Port Perry
- Montreal
- Albany
- Syracuse

**Finish:**

- Gananoque, ON



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**A Burlwood Motorsport Production**



Register On-Line at:

<http://mowoguniversity.com/1000-islands-international-rallytour.html>

***NOTE: Information subject to change. For latest updates, consult the website:  
<http://mowoguniversity.com/1000-islands-international-rallytour.html>***

**INDEX:**

<b>INTRODUCTION</b>	<b>P. 3</b>
<b>RALLY/TOUR</b>	<b>P. 3</b>
<b>RALLY/TOUR SCHEDULE</b>	<b>P. 4</b>
<b>HISTORY OF THOUSAND ISLAND RALLY</b>	<b>P. 5</b>
<b>EXAMPLE OF ROUTE BOOK</b>	<b>P. 7</b>

**INTRODUCTION:** The 2019 - 1000 Islands International Rally (& Tour)

This year the event will be offered as a Rally/Tour and not a TSD Rally

**RALLY/TOUR:** Saturday, September 28, 2019

A Rally/Tour is an essentially non-competitive driving tour that emulates the experience of a competitive rally without imposing scored timing stipulations.

The most famous of all car rallies in the world is the Monte-Carlo Rally. During its long history the Monte has become synonymous with adventure and the romance of the open road. Cars and crews start from various European locations and follow challenging routes and a formidable test of endurance to converge on the resort principality of Monte-Carlo.

The 1000 Islands International Rally is designed to enable participants to capture the kind of romance and freedom of the Monte, right here in North America. It will appeal to car owners who love their cars and enjoy driving them and who also possess a desire for motoring adventure.

Each year, the Finish Point of the rally crosses the international border and alternates between Gananoque, Ontario and Alexandria Bay, New York. For 2019 the rally destination is the Glen House Resort on the north shore of the great St. Lawrence River near Gananoque, Ontario.

Just like the crews who take on the challenge of the "Monte", our rallyists will start from several points including Port Perry, Ottawa, Montreal, Syracuse and Albany. They will follow carefully detailed rally instructions (see the sample "Route Book") leading them over less-travelled roads to arrive at the finish point.

Our Rally Masters have designed routes and instructions that require teamwork of the drivers and navigators but which firmly place the emphasis on providing for a challenging and enjoyable drive through strikingly beautiful countryside, over interesting and fun roads guided by occasionally tricky route instructions.

All routes will lead through wide-open spaces, along waterways, through quaint hamlets and villages as you wind your way to the finish. All roads used in the route planning are hard-surfaced tarmac roads so as not to discourage those who don't dare drive on gravel.

Your experience will be very much the same as if you were participating in a competition rally excluding the need to perform to strict time requirements. We try to build in all of the excitement, sense of exploration and challenge that you would experience in an actual competition without the pressure of performance.

From the moment that you open your route book, from minute that you pull up to the start gate, to the second that you take the starters "GO!" signal and finally to your arrival at the

finish line, you will be immersed in the pleasure that only open road driving can deliver, enhanced by the test of completing each section of route instructions correctly and after 250 miles, the elation of accomplishment and victory over the challenge faced.

Park your car, grab your bags and check in to the Glen House Resort. Relax with friends old and new in the lounge. Share stories of your day's adventure. Enjoy a delightful meal and the Awards Presentation before calling it a night. I'll bet that you will go to bed fully convinced that you will be back again in 2019!

### **RALLY/TOUR SCHEDULE:**

Start Times by Start Location:

Port Perry:	10:00 hrs
Ottawa (Carp):	10:00 hrs
Montreal:	10:00 hrs
Albany:	10:00 hrs
Syracuse:	10:00 hrs

Finish Times: All should arrive at the Glen House Resort by approximately 17:00 hrs

Gala Awards Dinner: 19:00 hrs

## **HISTORY OF THE THOUSAND ISLANDS RALLY** (excerpt from the book *Chequered Past*)

The appeal of Rallying, shown by its growth in this (postwar) period can be explained in a number of ways. First, unlike racing, which required a closed track and a variety of safety measures, rallies used public roads, ostensibly within the speed limit. Thus, they could run anywhere, on any kind of road, and generally were quite safe. Even though cars frequently went off the road - especially on winter rallies – injuries or fatalities in rallying were rare. Second, while racing was confined, rallies held during the time involved various levels of difficulty; a beginner rally would require nothing more than a watch, a ruler, a pencil and perhaps a compass. By the end of the first decade, an experienced crew entering an expert-level navex would have a fully equipped cockpit, Typically that included a map board with a night light, a Curta Calculator, a Halda Speedpilot (a mini computer run off the wheels, whose gauges indicated elapsed times and the car's proximity to set average speeds), highly accurate time pieces, compasses, slide rules, and other measuring devices. Spares and safety repair equipment usually were mandatory.

Organizing a major rally involved considerable time-consuming, detailed planning and rehearsal. As John Charters explains: "You'd have to cover every piece of territory a number of times by car measuring mileages, deciding where to put checkpoints, what average speeds you could do , writing instructions.... months of organization...." Fortunately, for some enthusiasts, the real attraction was in organizing a challenging event.

Navexes with their varying degrees of complexity, appealed to the broad base of amateur rally enthusiasts, and it was not unusual for club navexes to attract large entry fields, even from other clubs. But for some organizers and competitors, European style, driver-oriented, endurance rallies represented the acme of rallying. It was the desire to run such an event that brought the CASC's founders together in the first place. From the outset, endurance rallies attracted the most committed rallyists, and soon thereafter, commercial sponsors. By the end of the fifties, they were changing the face of Canadian rallying.

Many years later, Les Stanley recalled an incident that nearly encapsulates the essence of the endurance rally, doing all it takes to reach the finish.

"Chelminski and I left Montreal as the first car on a Thousand Islands Rally with Peter Bone as "Clerk Of the Course" driving about 30 minutes ahead of us. Less than 40 minutes out of Montreal our generator failed so we drove all night (dark and raining) with no headlights or windshield wipers, saving the battery to keep the engine running. Every meal stop, we would catch up with Bone and while Chelminski would keep him looking the other way, I would switch his VW battery for ours! So we always had a freshly charged one! Bone never could understand why we had to give him a push start!"

These rallies were meant to be 'a test of man's endurance and the reliability of his motor vehicle'. In fact, the punishment they inflicted on cars, through a combination of bad roads and

bad weather, earned them an appropriate nickname: 'car breakers'. But, they appealed to the truly dedicated rallyist like Peter Bone who found TSD rallies 'boring, boring, boring'.

In Europe, the long distance endurance event dominated championship-level rallying. The Monte-Carlo Rally was the first and most famous of these, and was emulated throughout the world. While it was originally a competitive tour across Europe, as cars became faster and more reliable it began to resemble a 'road race', speed became a key factor. In fact high-speed rallies eventually replaced racing on roads, which disappeared for safety reasons. The SCCA staged the first such event in North America – The Press On Regardless Rally – in 1949. Initially conceived as a scenic but competitive tour of Upper Michigan, it evolved into a Monte-Carlo style event covering 1200 miles of tough roads over four nights.

The Thousand Islands Rally was the first endurance rally run in Canada, and was the only competitive event ever organized by the CASC itself. The concept of the rally, (which consciously emulated the Monte) was that the competitors would start simultaneously from Toronto, Ottawa or Montreal and travel about 200 miles to finish at Gananoque, Ontario. Forty competitors entered the first rally in October of 1952, which the CASC called an unqualified success. For 1953, the daytime section was extended to 450 miles. The event the following year showed that the CASC still had a lot to learn about running rallies. A month after the event, the results were still only "provisional".

At the November 1954 CASC meeting the rally was the subject of considerable controversy and discussion. Several members wanted to declare it "no contest". That idea was defeated, but the competition chairman took control of the 1955 event.

Apparently that change did not solve the problem, so the 1955 event was cancelled. The CASC decided to "sub-contract" the 1956 rally to the Kingston-based St. Lawrence Automobile Club (St. LAC), while retaining final authority over the event. The St. Lac shortened the event to a single day, starting and finishing it in the Kingston area with part of the route run in the United States. The result was a generally satisfactory event and the club was given the "green light" to run it again. In 1957 the St. LAC aimed to make it longer and tougher, so the rally returned to its original format with multiple mid-night start locations and a common finishing point 21 hours and 700 miles later (at Alexandria Bay, New York). The demanding nature of the event apparently caught the entrants by surprise; only seventeen of thirty cars finished. The main criticism was that the average speeds could not be maintained safely on the roads used.

In February 1958, the CASC decided to withdraw completely from organizing events, so the rally was turned over permanently to St. LAC. The CASC later criticized the 1958 rally and warned that it could be removed from the calendar if there was no improvement. The club apparently got the message; the 1959 event seems to have gone smoothly. It attracted thirty-three entries (including two dealer-sponsored teams), starting from Montréal, Toronto and Ottawa. The organizers also persuaded businesses such as Carling Breweries to support it.

Intent aside, the Thousand Islands Rally was not truly a European style endurance rally. Rather, it was a compromise designed to appeal to a wide spectrum of rallyists.



# **OFFICIAL ROUTE BOOK**

**Ottawa to Gananoque**

**August 27, 2016**

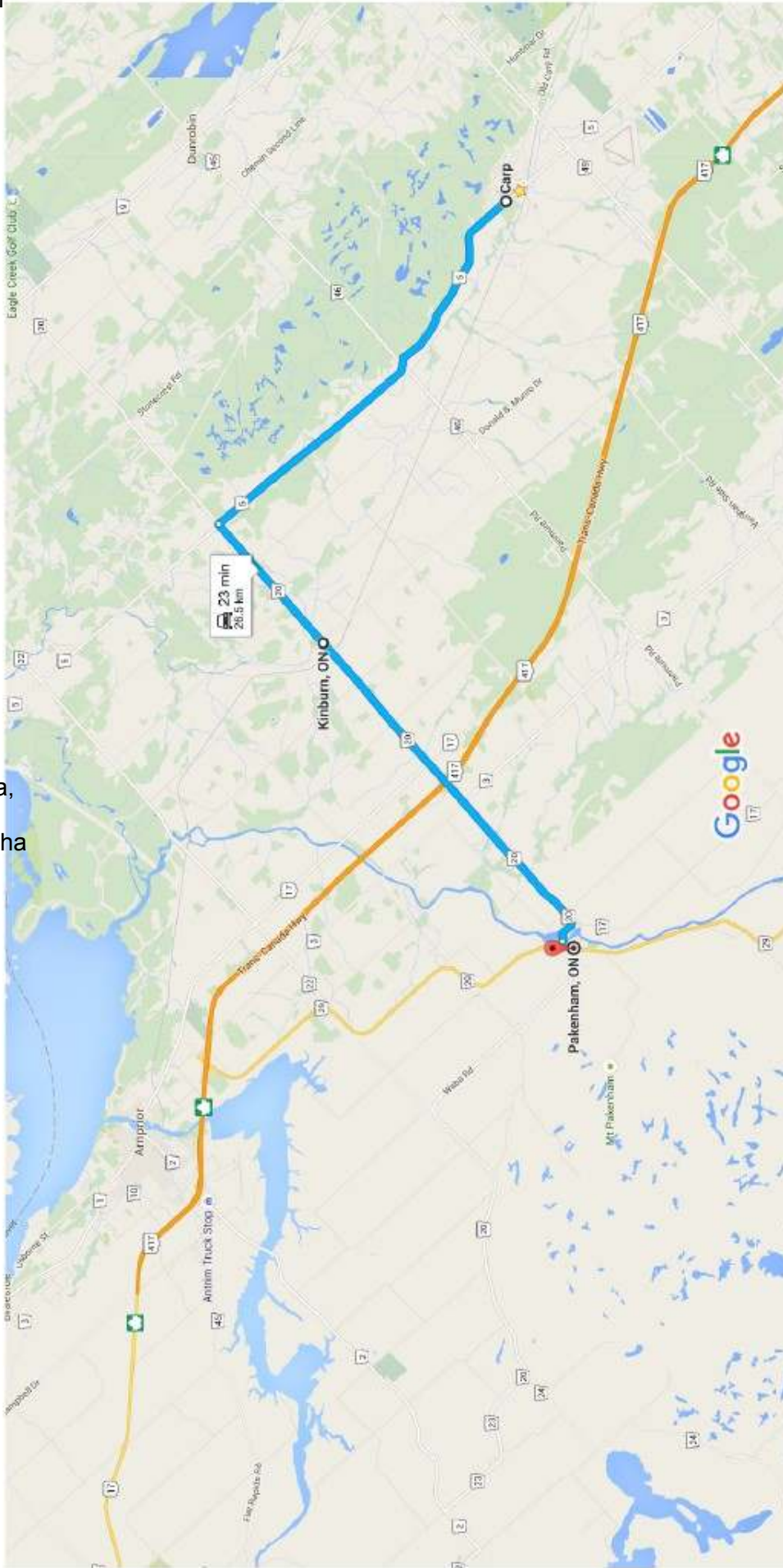
Drive  
26.5 km,  
23 min

8

23 min  
26.5 km

Carp, Ottawa,  
ON to Pakenham, ON - Google Maps

Carp, Ottawa,  
ON to Pakenham, ON



2 km  
Map data  
©2016  
Google

via Carp Rd/Route 5 and Kinburn Side Rd/Ottawa Regional Rd 20

23 min without traffic

6/7/2016





# 1000 Islands International Rally

August 27, 2016

9

**Instruction No. Kilometres Miles**

10.000.00

20.100.06

**Drawing**

**InstructionSpecial Comment**

Start of TourCarp Fairgrounds

Turn Right on Carp Road Drive Northwest

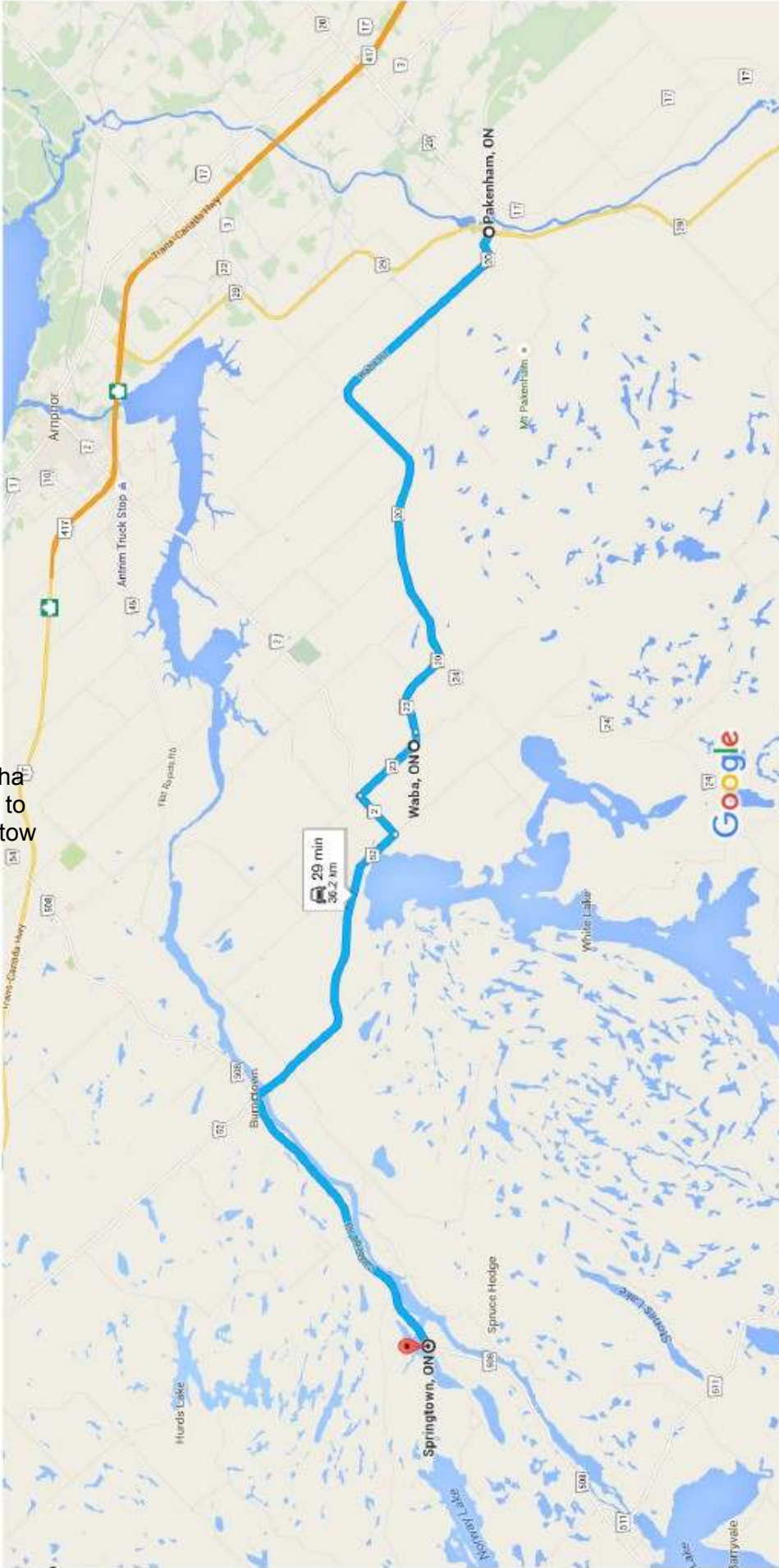
**Action**

Instruction No.	Kilometres	Miles	Drawing	Instruction	Special Comment	Action
3	11.52	7.14		Turn Left on Kinburn Sideroad		
4	15.50	9.61		Kinburn	Question 1	
5	20.00	12.40		Stop Straight Ahead	Old Highway 17	
6	20.70	12.83		Cross over Highway 417		
7	21.40	13.27		Straight Ahead	Dwyer Hill Road	
8	25.20	15.62		60 km/hr	Packenham	
9	26.00	16.12		Old Stone Bridge		
10	26.20	16.24		Tee Left	CR-29	
11	26.50	16.43		Turn Right		
12	26.60	16.49		Scoops Ice cream shop	Question 2	
				Page 1 of 5		

Drive  
36.2 km,  
29 min

Pakenham, ON  
N to Springtown, ON - Google Maps

Pakenham, ON to Springtown, ON



2 km  
Map data  
©2016  
Google

# 1000 Islands International Rally

August 27, 2016


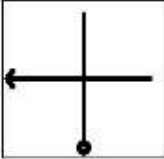

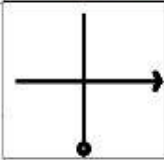


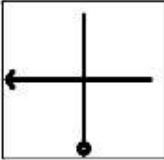

Instruction No. Kilometres Miles  
1332.3020.03

Drawing

Instruction  
continue on CR-20

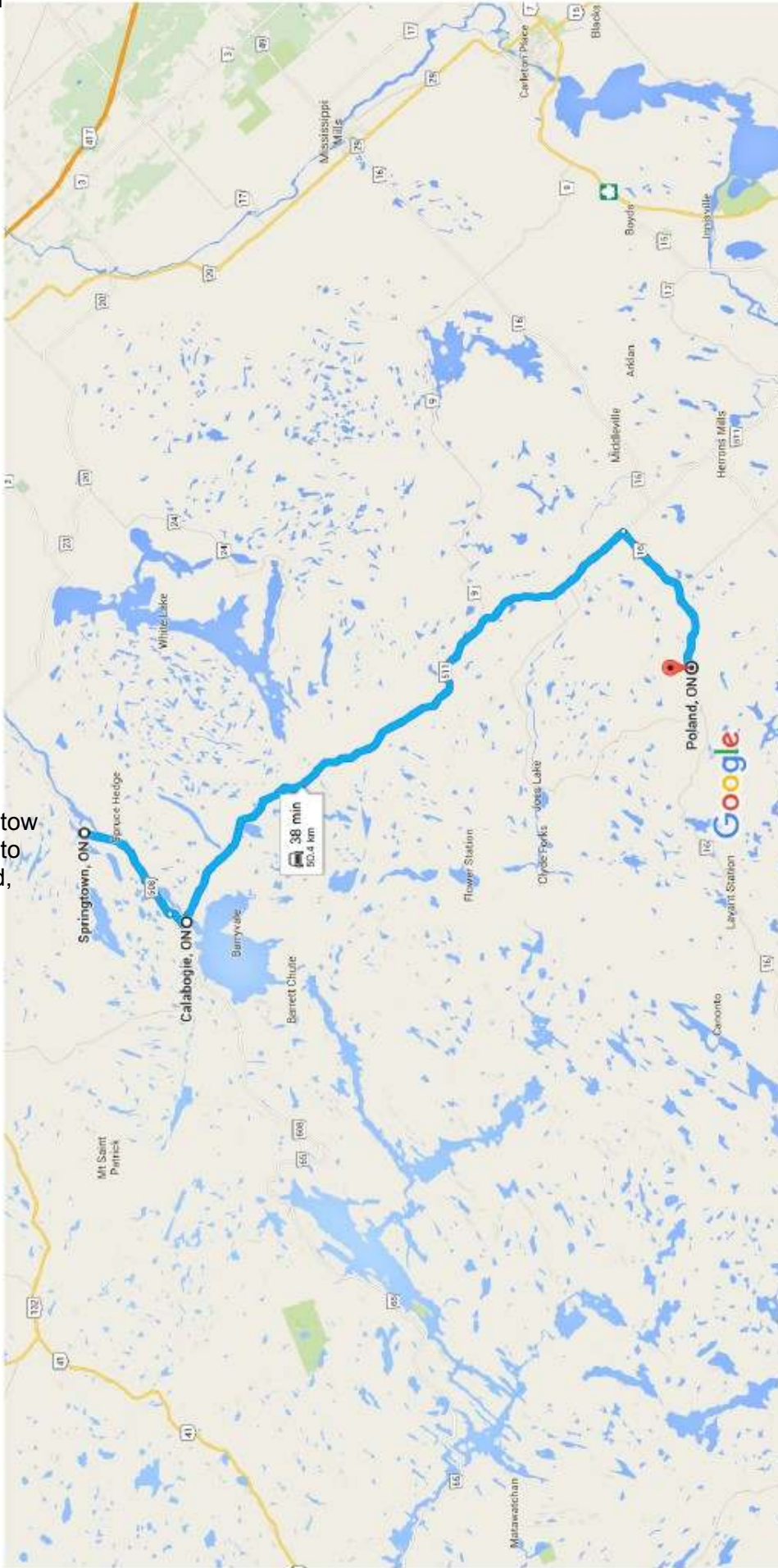
11  
Special Comment

Action

Instruction No.	Kilometres	Miles	Drawing	Instruction	Special Comment	Action
14	40.00	24.80		Stay on CR-20		
15	42.40	26.29		60 km/hr	Waba	
16	44.60	27.65		Stop Turn Left		
17	45.50	28.21		50 km/hr	White Lake	
18	46.00	28.52		Stop Turn Right		
19	52.70	32.67		50 km/hr	Burnstown	
20	53.80	33.36		Madawaska River		
21	54.20	33.60		Stop Turn Left	Interesting Cafe and Art Galleries in Burnstown	
22	60.20	37.32			Springtown	
23	65.80	40.80		Caution, parking lot on Madawaska River left Good View		
						

Drive  
50.4 km,  
38 min

Springtown, ON to  
Poland, ON



5 km

Map data  
©2016  
Google



# 1000 Islands International Rally

August 27, 2016


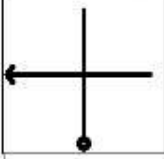

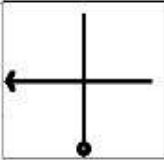


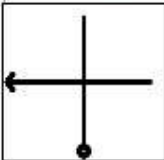
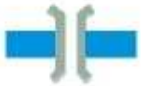
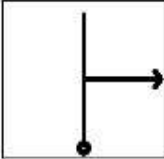
Instruction No. Kilometres Miles  
2468.3042.35

Drawing

Instruction  
70 km/hr

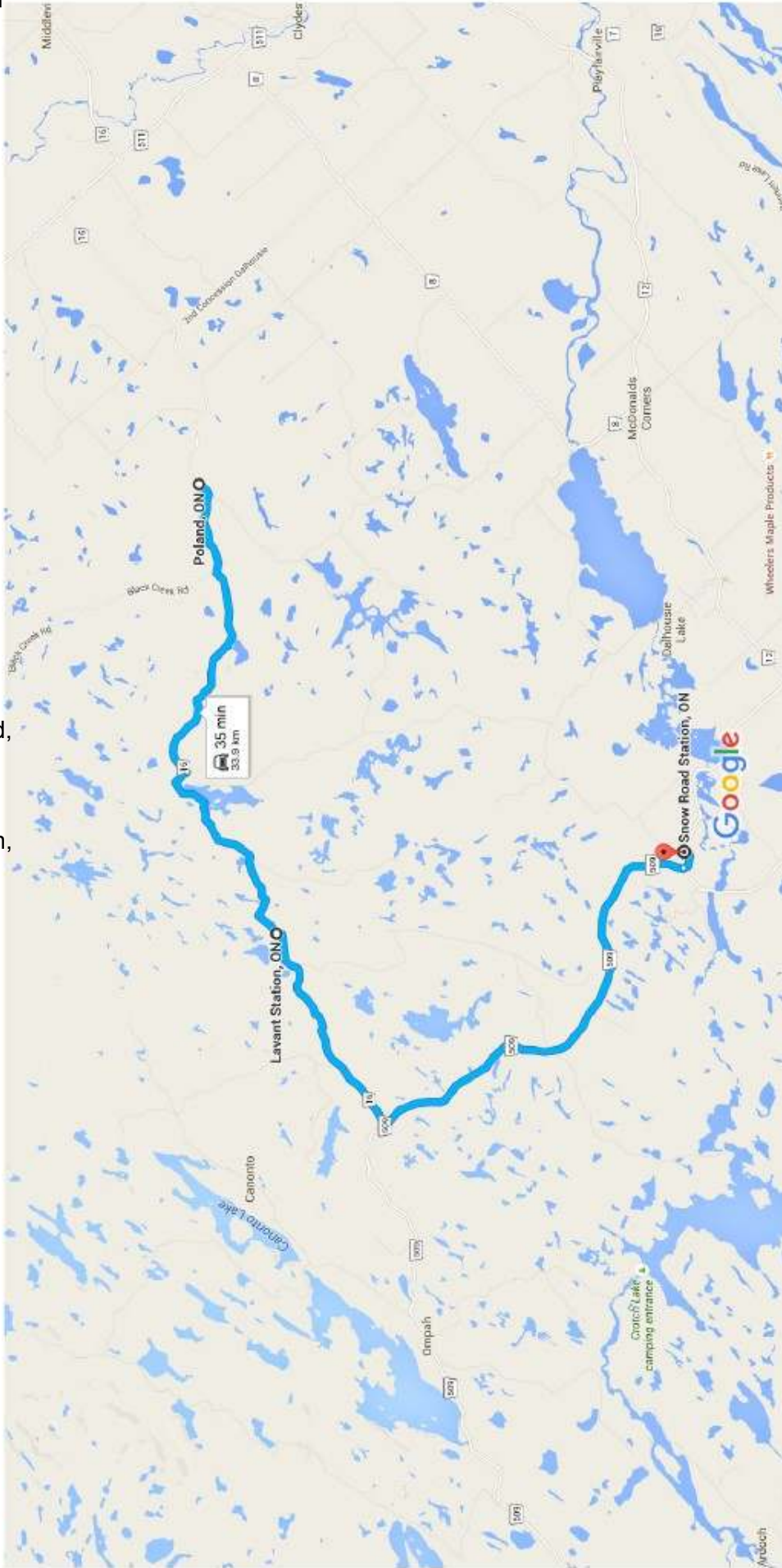
13  
Special Comment  
Calabogie

Action

Instruction No.	Kilometres	Miles	Drawing	Instruction	Special Comment	Action
25	68.80	42.66		Turn Left on Highway 511 South		
26	69.80	43.28		Keep Left		
27	70.00	43.40		Calabogie Brewing on Red Neck Cafe on left. Stop in and buy your Right. beer for tonight!		
28	70.10	43.46		Keep Left		
29	73.60	45.63		Turn Left on Wilson Farm Road		
30	75.90	47.06		Calabogie Motorsport Park	Question 3	
31	78.20	48.48		Turn Left on Highway 511 South		
32	103.10	63.92		Clyde River		
33	107.90	66.90		Turn Right on Lavant South Road		
34	110.20	68.32		Alpaca Farm		

Drive  
33.9 km,  
35 min

Poland, ON to  
Snow Road Station, ON



2 km

Map data  
©2016  
Google

# 1000 Islands International Rally

August 27, 2016


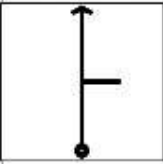
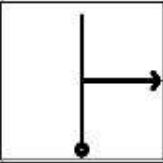
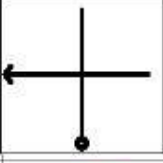


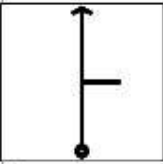
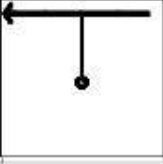


Instruction No. Kilometres Miles  
35114.3070.87

Drawing

Instruction  
40 km/hr

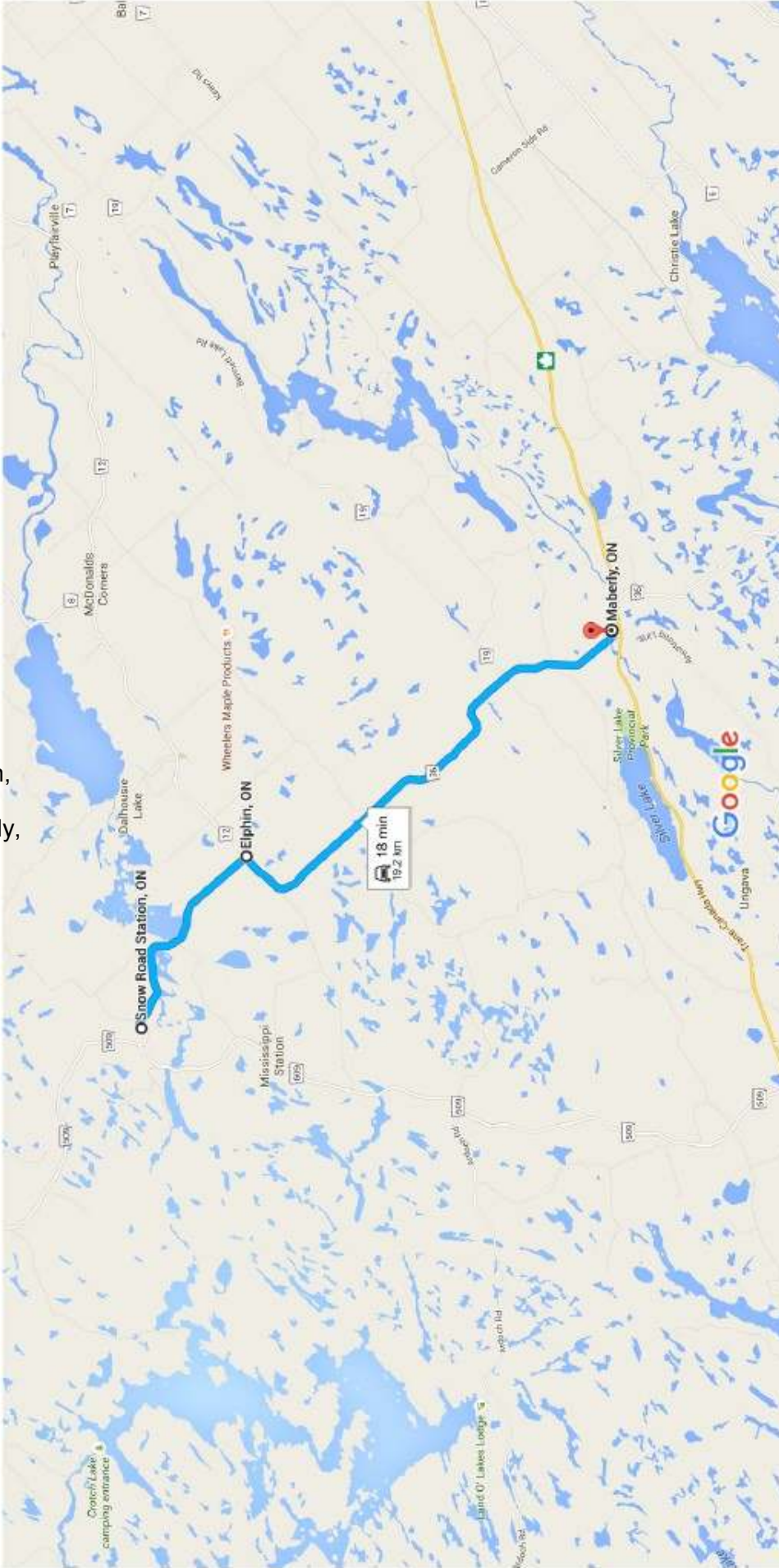
15  
Special Comment  
Poland

Action

36	119.20	73.90		Continue Straight past Black Creek Road		
37	125.20	77.62		Lavant		
38	125.30	77.69		Turn Right		
39	125.40			Turn left around Robertson Lake		
40	131.10	81.28		40 km/hr	Lavant Station	
41	131.40	81.47		Old K&P Rail Line		
42	135.20	83.82		Continue Straight past Cruse Road		
43	137.50	85.25		Tee Left onto Highway 509 towards Snow Road		
44	143.60	89.03		Another Alpaca Farm?	Question 4	
45	149.30	92.57		50 km/hr	Snow Road Station	
				Page 4 of 5		

Drive  
19.2 km,  
18 min

Snow  
Road  
Station,  
ON to  
Maberly,  
ON

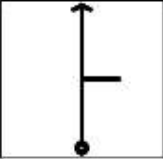

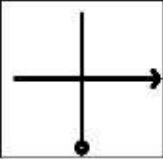

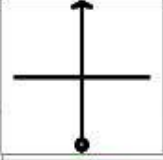



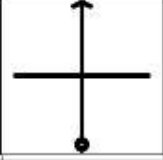




# 1000 Islands International Rally

August 27, 2016

Instruction No.	Kilometres	Miles	Drawing	Instruction	Special Comment	Action
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47	152.90	94.80		Mississippi River		
48	155.80	96.60		Elphin		
49	156.20	96.84		Stop Turn Right	On Elphin Maberly Road	
50	163.50	101.37		Bolton Creek		
51	165.90	102.86		Straight Ahead	Past CR-19	
52	168.80	104.66		50 km/hr	Maberly	
53	169.10	104.84			Question 5	
54	170.00	105.40		Stop Straight Ahead	Cross Highway 7	
55				End of Section	Reset Odometer	
			