

**Rally News**

\* **Thunderbird 2007** Rally Report By Jeff McMillen, with contributions from Steve Willey

The 50th Anniversary Thunderbird TSD rally is over. All the RASC cars and their passengers are back to the mundane daily life of work and family. Hours slip by and still my thoughts drift back to the weekend; what happened, what should have happened, where the snow went, why the 1 dollar coin works in Canada and not in the US.

The Thunderbird Rally turned 50 this year. At the rally HQ there is a display of Thunderbird memorabilia from years past. Rally plaques and plates are a long tradition in rallying. The display includes plaques going back to the 60's and 70's. Also, there is a copy of the Rainier Auto Sports Club newsletter, the Wishbone Alley Gazette, from 1989 with some Thunderbird coverage.

48 cars (21 Subaru's along with 5 Volkswagens, 4 BMWs, 3 Saabs, 3 Audis, 2 Mazda's, 2 Dodges, 2 Volvos, 2 Hondas, 2 Toyotas, 1 Ford, and 1 Chrysler) spanning years 1967 to 2006 all braved the snow and ice and mud and water and gravel to see who could keep on time through two days and eight regularities and the winner turned out to be the venerable Saab Sonnett from 1969 driven by Satch Carlson and navigated by Russ Kraushaar. These two intrepid adventurers braved deep water crossings (deep enough that Satch later commented that he had "spotted a few species of fish" during their splash), suspension failure (repaired Saturday night with loaner bolts from RASC Members Eric and Steve and much mechanical assistance from other competitors), and an oil-drenched clutch (cleaned with a combination of water and coca-cola, who would have thought) to come in with a total of 13 points for the entire event, a great result, especially considering that their 38 year old, two wheel drive car was up against a full field of the best and brightest in the Northwest TSD rally scene. That is not to say that their win was surprising. In fact, Russ and Satch have been teaching the rest of the field how to run a rally for many years and their win at this year's Thunderbird is only one in an illustrious line of finishes.

Second place went to Peter and Timothy Ryce in their 1988 Mazda 323 with 20 points. Third place went to Lee and Rod Sorenson in the debut of their 1997 Impreza wagon (the internals of which bear a striking resemblance to the 1999 2.5 RS that went over the cliff at Totem 2005) with 26 points. First Calculator went to Josh Keatley and Leanne Junnila in their 1998 Subaru Outback with 51 points. First Paper went to Steve Perret and Kathryn Hansen in their 1986 Subaru GL Wagon with 118. First Novice went to James and Cindy Alison in their 1987 Audi 4000 with 255.

RASC Members had a blast out in the hills this year. Our focus was preparation for the 2008 Alcan 5000 but that doesn't mean every point doesn't kill us a little bit inside. With four RASC cars on the road, we were expecting to make a push for some good results,

and while we didn't get a trophy, we did collect enough adventures and excuses to make up for the lack of hardware.

During the day, I pride myself on a special torture called keeping a running track of our points. This not only gives me something to focus on and obsess about as I am driving, but it also helps me focus on how good or bad we are doing compared to all the phantom low scores that I imagine our competitors are getting. At the end of day 1, I am guessing that our car 6 should sit with something around 10-12 points. Saturday night and the first day's scores are posted and immediately I sense something is wrong. Our day 1 total is 28. 4-6 points can go either way but 16? So I look at the detailed scores (per checkpoint times) and we have 7s when we should have 0s. Not just one or two checkpoints but every checkpoint. Another odd thing; Cars 5, 12, and 13 seem to have a similar problem. Then a horrible thought comes to me. What if our clock was wrong, off by 7 seconds? So out into the cold I go with my calibrated watch and I compare it to the rally computer in the car. Sure enough, approx. 7 seconds difference.

How was it those four cars, all RASC or friends-of were off the exact same seven seconds? It's a matter of trust, the pitfalls of routine, and an error to which only an experienced rallyist would succumb. Steve has a Timewise 650 clock. Once that is set to rally time, it's an easy process to sync our in-car computers to the master clock. This is what we usually do and this is what we did this time. Normally, the next step is to compare that time to our watches or stop watches (that we manually set to rally time at the driver's meeting) to double-check the reading. Why did none of us do this? Who knows. Confidence is an evil master sometimes.

Another fun game to play is "What If?" This year's "What If?" goes like this: "What If The Clock Were Right?" Marvin Crippen spent some quality time crunching the numbers and if we take out the clock error, Car 6 (piloted by yours truly, with Marvin navigating), ends up with a 29 for the weekend (Why does the error correction give us only 19 points rather than 7 for each checkpoint? See Winter Timing Rules in the Thunderbird Supplemental Regulations). It's still not a podium finish but a much more respectable 4th overall. Eric Horst and Steve Willey (Car 5)'s game was "What If The Clock Were Right And We Didn't Get Stuck In That Ditch On Day 1?" Subtract the clock error and the ditch excursion and Car 5 ends with an even more respectable 26 which ties them for third with Car 3. Heck, since we are playing this game, why not assume the clock error is 8 seconds (which is what Marvin thinks it could be, not 7 seconds). That gives us a 28 and Car 5 a 23, giving them full control of third place.

But then, what if... See? You can play this game over and over and eventually you get 0 points and first place in every event. The reality is we got what we got and someone should have caught the clock error. I don't think that's going to happen again soon.

Dan Comden and Hans Adomeit in car 12 took the opportunity to get more familiar with each other and with Dan's Saab 900 in preparation for Alcan. This was Hans' first serious TSD rally but he grasped the complexity of the Timewise and, despite warnings and hand-waving, he dealt admirably with the x-factor that lays many a novice navigator down for the count, namely motion sickness. Perhaps it is his years of autocross experience or perhaps he has that much sought after iron stomach. They left the weekend with 259 points, a great score considering that 133 of them were tied to pulling over to assist Car 5 in the ditch.

The fourth RASC car, Car 17, was driven by regulars Steve Richards and Gary Reid. They competed in Calculator class in their 2002 Subaru Outback and came in 4th in class with a score of 65, only 14 points out of first in class.

RASC friends and caravan buddies Greg Woodbridge and Bill Joy in car 13 came through with a 183. As they get more and more confident in Greg's Audi 90 and as Bill works on mastering the Timewise (with the able assistance of Steve and Marvin) we expect them to continue to climb the leader board. Despite much persuasion, they remain reluctant to join us on the 2008 Alcan 5000 but with more pressure from the rest of us, improving scores, and persuasion from the rally community as a whole (hint hint, gentle reader) they will surely change their minds.

Another annual worthy diversion tied to the Thunderbird Rally is the Savoia Aero Team Trophy. This year, RASC cars 5 and 6 and 17 joined Car 34 to form Team Rainier. Car 34 was driven by John Taylor and navigated by Matt Warburton, two stand up guys from BC that joined us last year for the team competition as well. They competed in Novice class and came in 3rd in class with a 538 (most of which is due to an off-road excursion similar to the one that Car 5 enjoyed).

The 50th Anniversary Thunderbird TSD rally is over. Long live the Thunderbird TSD rally.

### **Thunderbird Rally 2007** by Ron Sorem

February 17-18, 2007. Merritt to Vernon to Merritt, British Columbia.

This was the **50<sup>th</sup> Anniversary Thunderbird Winter Rally**, presented by the West Coast Rally Association, continuing the event originated by the University of British Columbia Sports Car Club, whose mascot is the namesake for the rally. The 2007 event also marked the 20<sup>th</sup> Anniversary of the "modern" Thunderbird, and for Rallymaster Paul Westwick, who brought back Thunderbird in 1987 after its TSD retirement in 1973. Paul has been the only Rallymaster since the 1987 return.

Merritt in 2007 was far different than 2006. Warmer temperature and very little snow pack. Saturday morning dawned with broken overcast skies, moderate temperatures, and no new snow. 48 cars set out for their two-day adventure on gravel, wet gravel, mud, frozen mud, snow over mud, and some deep snow. Also present, especially on Day Two, was the ever-present possibility of deep water!

Saturday's Odo Check ran south toward Aspen Grove. The 17-km **Kentucky-Alleyne Regularity** traveled eastward through the Provincial Park. Last year this section (running reverse course) saw deep snow, cars "off", and a moose. This year's running was uneventful as to wildlife encounters. Most of the snowbanks survived unharmed as well.

A short freeway transit brought **Marsh Lake Regularity**. **Marsh Lake** was a great mix of road surfaces over its 66.5-km (longest of the event). Starting at 55 km/h, with wet gravel in bright sunlight, every shaded corner presented frozen surfaces on the wide logging route. Turning north under the freeway at 65 km/h, crews found a mix of bare gravel and frozen mud, with excursions onto narrow little bypasses of pure white snow. Then Pennask Lake Road, 60 km/h for the first 3-km, dropping to 50 km/h -- no salt melt, no gravel for traction, no mud showing through -- simply white, tree lined, and not much wider than the mirrors in places.

Max Vaysburd and I were "Checkpoint Crew G". Our first CP assignment in this Regularity was in the middle of a left-right into downhill. Assessing the parking situation, and finding no safe place to park, I went to our alternate assigned spot, in the middle of a dropping right-hander in another plowed out corner. The side road was covered so deeply that we would be what stopped any cars failing to negotiate the twisting, slippery (but beautiful) downhill. Having an accurate odometer, a compromise was made. An impromptu CP at a convenient cattle guard became our **Marsh Lake** location. The first few Unlimited cars were right on the money. On Time All The Time. Our timing point was just out of the shadows into the bright sunlight. It was amusing to hear the exhaust notes of most of the field rising and falling, trying to adjust, to be just perfect as they passed our car, only to find later that they'd been timed seconds earlier at the cattle guard. **Marsh Lake** beyond our CP continued twisting and narrow through the forest, then wider, softer, muddier, and river-like as the route emerged onto the rolling range land. Drivers found the deep mud disconcerting. Having the car drift suddenly half-a-car wide to the outside is both a rush and a panic, depending on the velocity involved. Further into the section was our first really big water splash, in full view of a checkpoint. The remainder of the Regularity followed the wide FSR and ranch access out to Nicola Lake.

The brief lakeside transit, and climb up the plateau again on Douglas Lake Road, brought the rally to the **Peter Hope Regularity**. Smooth and 72 km/h for the early part of the route, slowing for houses, an acute left, and later in the section, for hairpins and exposures. The 31.27-km regularity was an interesting twisting climb through the forest and scenic drop to the highway.

Kamloops was the fuel and lunch stop, allowing teams to gossip and relax, or search for a tire shop, while workers prepared to leap-frog ahead and reset for their next Regularity. Checkpoint crews either followed the transit past Pinantan Lake to the 48.6-km **Loakin-Bear Regularity**, or followed the Trans Canada Highway to intercept the rally. At about the midpoint of the Regularity, one CP crew, entering from the TCH, and

Car 1 played follow-the-leader to a checkpoint location, fortunately the CP crew arrived just-in-time for timing.

The final test of Day One took the cars south from Turtle Valley, along the **China Creek Regularity**, 58.79km to Falkland, and the transit into Vernon.

Impressing the entire field, Satch Carlson and Russ Kraushaar, in the 1969 Saab Sonett, led at Vernon with 10 points, followed by a tie, at 16, with brothers Lee and Rod Sorenson, and father-son Peter and Timothy Ryce. Not that 10 points (or 16 for that matter) is not impressive in and of itself, the little red Sonett had dislodged a bolt in the suspension causing a scary tendency to turn without driver input, although the Saab managed to out drive the two AWD cars, and everyone else.

**Day Two** started from Vernon, south then east, climbing into fresh snow. **Beaver Lake Regularity** quickly changed from bare pavement to snow covered gravel, to having oncoming traffic including the snowplow, followed by deep snow broken only by the early checkpoint crews. Several tight hairpins greeted the rally in the deep snow sections, followed by a twisting descent toward Lumby, ending at 52.55-km in bare gravel.

The rally traveled north through **Trinity Valley Regularity**, sparsely covered by snow, but with some “interesting” corners of black ice (properly brown ice) in the shaded sections. Speeds varied from the early 72 km/h down to 65 and 60 to finish its 36-km run at the Shuswap River.

Competitors and Check-Pointers alike met at the fuel stop in Falkland, where rally cars had a few minutes to relax and workers just enough time to gas and go, to their next locations.

**Twig Creek Regularity** covered 55.59-km of wet gravel, then frozen snow-covered gravel, a big hairpin left followed by last year's BIG hairpin right, along Monte Creek FSR. **Twig Creek** continued under light snowfall, through muddy roads into Douglas Ranch.

The final Regularity of the rally had been a topic of discussion for much of both days. **Minnie Lake Regularity** has been a favorite section in all types of conditions. One year, nearly dry roads and fairly rough. The next, wet with big water splashes, and in many cases frozen, presenting smooth level ice sections, connecting undulating snowy roads. The 2007 version of the mini lakes proved too doubtful for completion. The last regularity was scrubbed and the rally transited to Merritt for awards.

Satch and Russ accumulated only 3 points and held the Overall lead, and First Historic, at 13. Peter and Timothy Ryce fought the clock tenaciously, taking only 4 points to shake off the Day One tie at 20, for First Unlimited/Second Overall. Lee and Rod Sorenson held off the rest of the field with a 10 for Day Two, finishing in Second Unlimited/Third Overall with 26. Taking First Calculator/Eighth Overall were Josh Keatly and Leanne Junnila with 51 points, holding off Martin Chung and Christa Monasch by one, for Second Calc/Ninth Overall. Steve Perret and Kathryn Hansen took First Paper with 118. Greg Woodbridge and Bill Joy took First Novice with 255.

**Thunderbird 2007** covered 792.25 km (492.28 miles), scored 49 checkpoints in 16 hours 40 minutes, and 46 cars officially “finished”.

Satch Carlson and Russ Kraushaar's victory in a Historic car has been called a fitting finish to the historic 50<sup>th</sup> Anniversary Thunderbird.

Complete results and photos at [www.rallybc.com](http://www.rallybc.com)

#### \* **DooWops Rallies 2007 by Ron Sorem**

February 24 & 25, 2007. Aberdeen, Taholah, Brooklyn, and Oakville, WA. Ray Damitio and Team Vanquish presented DooWops 1 & 2 -- another pair of Northwest Classic Stage Rallies.

Ironically, I had just returned from a winter rally in British Columbia that had far less snow than in years past. Now, running Pace for DooWops, a Friday email warned that the morning stages on Saturday would be cancelled due to heavy snow on Crane Creek. Go Figure!

DooWops is the series where every possible rally car in the Northwest, and a good population from out-of-state, congregate for a chance to run the best rally roads around, including the famous Brooklyn Tavern Stage. Everyone who could run was running, so set-up cars, and Pace cars, were few and far between. This bumped me, and co-driver Steve Perret (really two drivers and no co-driver, since Steve is usually driving TSD, or Crew Chief for someone) to “Pace”, Car 0, Course Opening, at a bit below the stage times usually run by top drivers, to make certain all is prepared for the competition. Pace checks everything from signage, arrows, and banner guard, to radio communication and the clocks.

Crane Creek would have run two times, then moved the cars to Taholah on the ocean. The plan B version was to run an additional loop on Taholah to extend the stage miles. That was the “plan”... Taholah One started a bit late because communications over a ten-mile loop were not exactly smooth, due in no small part to the thunderstorms passing overhead. And, with the rescheduling, spectators were arriving -- late for us, early for them -- they were allowed to drive to the Spectator Area. A few minutes here and there added up quickly, while the 46 rally cars lined up at the Duck Creek bridge, waiting for the OK. Taholah One was “HOT” at 11:40 with Car 39, Carl Jardevall and Amity Trowbridge, leading the pack at 11:42 in their new Open class Mitsubishi EVO 8. First run of the stage was fast enough, with the gravel holding up for the first few cars, but big power from the Open class cars quickly broke through the gravel, to dirt and clay.

T1 claimed several cars. HAM radio crackled with reports from Start and Finish, and Radio Marshals along the route. Car 5 (4<sup>th</sup> on the road) Gary Cavett and Alan Perry, was off at instruction 26, 9.52 miles into the stage, smoking but OK, parked in a side-road-right. We would later learn from the crew that the engine had gone -- complete with oil breather fire -- a suspected holed-piston. Next off, two cars later, Car 96, Mike Goodwin and Debbie Wenzara, in the same location -- setting up for the off-camber downhill into 90 left, their “line” distracted by Car 5, the only route was “off”... This presented two triangles, two “OK”s and

four competitors standing by, at less than a mile from the finish. The bright blue WRX was later extracted by Sweep and continued the stage at speed. Car 201 was the next report, "*Golf off at instruction 20*", then at 21, having gone wide, damaged the left front corner, then lost a drive axle – Todd Hartmann and Shawn Callahan would be towed out to Service. "*502 off at 21*" didn't fully convey the acrobatics of the blue Legacy, Matt Milner and John Taylor finding the same line off the edge of the corner as 201, pitching sideways in the narrow road and balancing on two wheels for a loooong time before landing on all four. They too would show an OK, then finish. "*240 off at 11 – OK*" didn't provide the detail of a fuel-management problem cutting power for Chris Blakely and Ian Pinter's Gr2 Golf, only 3 miles into the stage. Peter Barnes and Ron Crawford, 692, then Adam Crane and Britta Nielsen, 742, were OK at about 8-miles into the stage and both eventually finished.

Taholah 2 followed as quickly as possible, however extractions, and spectator accommodations, and safety, brought the start to nearly an hour late. T2 ran smoothly, with one notable exception. The big crest-into-downhill at 20/21 claimed another wide line, by Car 651, the Mister Two, of Mark Nelson and Ian MacPherson. Correcting, from the climb of the outside bank left, generated an off to the right side ditch, deep ditch, toward creek. The MR2 ran smoothly down the steep drop, and parked for the duration. Everyone was OK, but all that the competitors saw on the next run was the triangle. Extraction would have to wait until all runs were complete.

Taholah 3 was reverse course from the two previous runs. Start became Finish, and Finish crews took new positions to send cars into the woods. Following two runs, the road surface had deteriorated substantially. The heavy northwest rains had softened the road base and tracks were now deep ruts. The chicane exit was very soft and presented a tree this direction that hadn't been noticed earlier. (Thankfully there are folding mirrors on most cars). Spectator Corner was still well attended. The sinkhole from earlier running, on drivers-right, was now drivers-left, and the big pothole avoiding it was much deeper too. A new culvert section with loose rock was just skid-plate surfing now. The big hole in the inside of the corner at 9.14 miles was very rough on exit. The last corner, 10.06 miles into the stage, downhill-off-camber-left was now extremely loose, providing great photo ops. Flying Finish, then STOP. The concrete bridge was a welcome relief from the rough stage. Jardevall and Trowbridge took top time on all three runs (9:58, 9:51, & 9:58).

Service in Taholah brought an impromptu Main Time Control. The planned fourth run in the woods would be scrubbed, due to darkness, road conditions, and the extraction of Mister Two. Two winches and expert recovery skills by Sweep brought the rally car back to the road to compete again on Day Two.

**DooWop 2** began on the paved Blue Slough stage just south of Aberdeen in Cosmopolis, with law enforcement in attendance. The rally expected 44 cars; one retired enroute with ECU malfunction, and one withdrew, due to fuel delivery problems, before starting

the stage. This wet paved section had water across the road in places before the first run, and had four chicanes set up to keep speed in the sane level over the 4.22 miles. The chicanes also allowed great viewing opportunities for spectators. One chicane claimed Car 404 with a missed downshift and catastrophic engine failure.

Blue Slough ran twice, with better times on the second run for most. An off for Car 464, and lost oil pressure for Car 17 shortened the field. Brothers Dave and Rick Hintz, 207, tied Paul Eklund and Jeff Price, 233, for fastest on the first run at 3:16. Paul and Jeff took the second run with 3:06.

Thirty-six cars started Pico Left, 36 finished, however Car 394 was parked in the transit back to Montesano Service with steer tires pointing in opposite directions.

Thirty-five started Pico Right led by Car 39 at 12:18 PM, making the clockwise loop. The soft road base had deteriorated severely, prompting a Driver Bulletin cautioning deep ruts in four corners, (15, 16, 22, & 27) and giving a heads-up for the rest of the course. Incidents included a failed water pump, a brief "off" followed by finish, and Car 858, Chris Walsh and Kristin Chute, off at 8.64 -- "*4 Right. Double Caution. Narrow, Slick, Wood Plank Bridge*". They would be yanked back to the road by Sweep and continue the 9.51-mile stage at speed.

Following a lengthy service break, the rally headed east for the first running of the famed Brooklyn Stage. Brooklyn westbound starts uphill through tight corners with deep exposure on the outside. The competitor's route book is strewn with big black caution points for tight corners and exposures, a rock wall, and blind crest. Spectators congregated (mostly) between the hairpin at 3.85 and the "*Single caution crest into 5 left into 5 right*" at 5.14 miles. Flying Finish comes quickly after 6.94 miles, with "*3 right, downhill tight, high speed approach*".

A short transit past the namesake Brooklyn Tavern brought the rally to Smith Creek stage, a 6.56-mile county road that is usually the fastest of the event with steep climbs and descents and very long deep exposures. The course has a great rhythm through the woods with excitement at both ends. Smith Creek saw one retirement. The 734 Audi of Rebecca Ruston and Isaac Schmalz suffered a mechanical problem and was towed to a safe sideroad, to be trailered out after the event.

Smith Creek was a turn-around stage and as quickly as possible (perhaps a bit too quickly) First Car was sent east over the course running 6.37 miles this direction.

Brooklyn East would be the last stage of the event and would bring very fast times considering the wet conditions. One car lost a transmission (still posting a 7:52) and one car suffered a minor off. The rest of the field flew through the stage. Open class Jardevall and Trowbridge with 6:38 (five seconds off their 2004 record run, but eastbound in the wet, notably more difficult), Dave and Rick Hintz with 6:52, Gabe VonAhlefeld and Jody Olson in the First Gen Legacy at 7:00; Production GT led by Jamie Thomas and Matt Gauger with 7:03,

one second ahead of Open Paul Eklund and Jeff Price with 7:04, rounding out the top five. First Group 2 Tom Burrell and Don Burrell with their Rabbit posting 7:20. First Production to Mark Tabor and Kevin Poirier in the Acura RSX-S with 7:25, a new Prod Class record.

Carl Jardevall and Amity Trowbridge won all the gravel stages for the weekend, taking first Overall for both days.

DooWops 1&2 were rounding successes, with a good time had by all, as usual.

Complete results, photos and history at [www.doowopsrally.com](http://www.doowopsrally.com)

*(Ron Sorem likes being Pace "00"- he gets to play, and double check everything to make sure it's "right" for a stage. Pace "0" is more serious- at speed, and just observe what the competitors are going to encounter- too late to change things. I asked how that part of the weekend went. He included this amusing episode- ed.)*

Advance had no duties for the second running so as soon as we had HAMS, Start crews, EMTs etc. we "could" leave -- except for a hold from above... don't know why (maybe getting the cars out from the first run). By the time I had been released to run, I had two lanes wide with rally cars in my mirror all the way across the bridge.

We had been commenting on how the road had deteriorated, radio crackles something about verifying a mileage for something, and Steve gets lost in the book. This is not a serious problem, as at this speed I can glance at the odo and remind him where we are, all the while trying to read the numbers on the arrows, which have gotten wet and folded together rendering them unreadable.

We are coming into a particularly rough, pothole section, looking at top of third gear then grabbing second -- at this point the shift lever is loose in my hand, attached only by the rubber boot to mostly nothing. Steve comments "That is what rev-limiters are for", since I'm now in neutral at the redline. We are now approaching a flat right, where power would be good, but I'm focused on braking before breaking... Steve solves the immediate problem by detaching the console, pointing to a "stub sticking out of the tranny and saying something like "There's your new "short-shifter"". This all worked surprisingly well, except the learning curve was pretty steep, the shifts a bit slower cuz I had to lean forward to REACH the shifter. Timing of downshifts was awkward and I mostly just motored through Spectator, looking over the crowd so they thought I was slow on purpose... The chicanes were tricky with the downshift too.

Past FF, I detached the boot from the console and crammed the lever back on the tranny (it has worked fine since -- console is still in the back seat).

### Club News

\*News from the February meeting. Lacking a volunteer to chair the event, the Raindrop rally was cancelled. Whether to schedule a Nor'Wester for September 7-9 weekend was put off until the March meeting. Treasurer, Steve Willey hints that RASC may change banks.

### Trivia

\* The perfect camouflage: dirt. Who would suspect that a DIRTY purple Chevy Impala would contain a State Trooper? Seen near Totem Lake, with customer.

\*New HAMS! Jerry Hines: KE7LES, Cameron Hines: KE7LEI

### 2007 RASC Calendar

- Mar 9- Friday Nighter by PSRC, Bellevue WA
- Mar 16- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR
- Mar 17- PRG RallyX at the ORV, "St. Patty's Day RallyX" McCleary, WA
- Mar 23-25- Performance & Rally School w/RallyX, Washington County Fairgrounds, Hillsboro OR
- Mar 25- ORG Rally Cross #1, Washington County Fairgrounds, Hillsboro OR
- Apr 1- Flapdoodle Express, Chuckanut SCC, gimmick rally, Bellingham WA
- Apr 13- Friday Nighter by ORCA, Bellevue WA
- Apr 14- Primitive Rallycross and School, Hoquiam WA
- Apr 15- Raindrop by RASC CANCELLED**
- Apr 22- City Rally XXVII by Corvettes de Olympia, SouthPugetSoundCC Olympia WA
- April 20-22- Oregon Trail, Rally America Nat'l, Hillsboro, OR
- Apr 27- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR
- Apr 28- Heart of Darkness by WCRA, B.C.
- Apr 28-29- RallyX & Sprints at the ORV, "Dragonfly RallyX", McCleary WA
- May 11-ESPN2 TV: 5:30EST Sno\*Drift & 100 Acre Wood
- May 18-20- Olympus International Rally (PRG) (X-Games Qualifier), Shelton, WA
- May 31-ESPN2 TV 6:00EST Oregon Trail & Olympus
- May 25- Friday Night Road Rally, Cascade Friday Nighter Series, Portland OR
- Jun 2-3- No Alibi by RASC, Wenatchee-Colville-Wenatchee WA**
- Jun 8- Friday Nighter by NWRC, Bellevue WA



**Rainier Auto Sports Club** will meet this coming Monday, March 12 at 7:30 PM at Café Veloce at the Totem Lake shopping center. Best way I can think of to get there is north on I-405, take the "NE 124th" exit, then keep right under NE 124th and straight at the signal. This puts you on Totem Lake Blvd, not whatever the frontage road is next to I-405. Then right first pass, with the Café on your right at that point.

Monthly meetings are the second Monday of each month. Past Members, visitors, and spectators are welcomed.

Agenda: The stories not-fit-to print from Thunderbird. Maybe Ron Sorem has some insights about the state of club level stage rallying from up front. Dan will read minutes from the February meeting, edited. Jerry may be back from AlCan pre-run...or he'll be found when the ice melts.

### **2007 Board Members:**

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